MAIL SUPPLEMENT.

The Hongkong Telegraph.

No. 2613. THURSDAY, AUGUST 14, 1890. SIX DOLLARS PER QUARTER

BIRTHS.

At Shanghai, on the 6th of August, the wife of ALEXANDER HOSIE, H.B.M. Acting Consul, Wenchow, of a son.

At Wuhu, on the 8th instant, the wife of E. MOLLOY, Customs, of a son.—Australian papers please copy.

MARRIAGE.

At St. James' Episcopal Church, Leith, on the 3rd July, by the Rev. J. Shiren, M.A., LOUISA ELIZABETH, daughter of the late Capt. Johnson, of Leith, to Capt. J. A. MORRIS, Scottish Oriental Steamship Co., Hongkong.

DEATHS.

At Newchwang, on the 23rd July, ALBERT DOANE, son of Arthur L. R. and Hester Smith, aged 11 months and 5 days.

At Shanghai, on the 2nd August, 1890, HENRY CLIFTON, eldest son of Henry Joseph and Bertha Limby, aged 8 years and 10 months.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 14, 1890.

HOW IS IT DONE?

IT is thankless work pegging away at abuses which are so ancient that they have almost become entitled to recognition as *privileges*; but in the light of two or three recent cases in the Supreme Court we feel constrained to once more urge upon the Government the necessity for a thorough investigation of the inner working of the notoriously corrupt and disgracefully incompetent Public Works Department. For years it has been the subject of general discussion, and we know it is an open secret in the lower official circles of the colony, that the majority of the European subordinates—the men who come into daily contact with the purse-proud Chinese contractors—are venal to an incredible extent—incredible even to those who remember the damaging admissions clearly enough evoked, although winked at and ignored by the bogus Commission specially appointed by Governor BOWEN to whitewash our now-absent friend, the late Hon. J. M. PRICE. The honor and profit which the *Hongkong Telegraph* gained for the trouble taken in exposing the utter rottenness of the Surveyor General's Department, and so compelling a notoriously corrupt Administration to institute an inquiry, were altogether too thin, and airy, and unsubstantial to make it worth our while risking a repetition of a struggle which, in the very unsatisfactory state of the law of libel, might even involve a temporary loss of personal liberty; but we will nevertheless venture to point out one or two cold, hard facts which are sufficiently suggestive in themselves, keeping in mind the soldier's motto—"No names, no pack-drill." Not that we are in any way disinclined to again face the music in a criminal prosecution should the occasion arise, but that time is not yet.

One of the European overseers who lately died in Hongkong, left considerably over $15,000—a sum very far in excess of what he had actually received as wages during the whole term of his employment in the Department. We knew one who left behind him $75,000 after ten years' "over-seeing" at $150 per month. Another foreman of works, who sometime since returned from leave, and whose salary all told is $1,380 per annum, lived at the Hongkong Hotel for a while at the rate, taking the lowest estimate, of about one half more than his monthly salary. He was quite right, of course; he had property—houses, shares, mortgages; he had evidently studied HORACE and obeyed that wise man's dictum, "get money, honestly if you can, but"—etc., etc. At the Supreme Court the other week, another foreman in this wonderful Department, a man whose total income is set down at a little under $1,700 a year, sued a debtor on a promissory note under circumstances which, to say the least, were shady. In his evidence this lucky official admitted that he had lent a third party considerable amounts during the last year or two—he did not know exactly how much, and he really could not say how much had been repaid—it might be $2,000, and it might be more or less than that amount. A man who "doesn't know" to a few months' salary what he has been repaid, is certainly a *rara avis*—but then he belongs to the Public "Perks" Department. And report has it that this forgetful individual has a pillow-case full of other promissory notes, and a good many more houses than virtues. And when we point to a clerk in the Department who has a more than a "snug" banking account, although his remuneration is only $1,200 a year, (not to speak of the financial position of one or two absent officials), we have not by any means exhausted the list of suspiciously affluent employés at present under the Hon. S. BROWN's jurisdiction. But we will return to the charge before long.

There are several honest overseers in this Department, of course, and we heartily sympathise with them. Men with $100 a month must find it a hard struggle to refuse the "cumshaws" which the rascally Chinese contractors press on them, and to have to return, as a matter of conscience, the generous contributions towards their Christmas cheer which they see their fellow-employés accepting wholesale. They unfortunately get but little credit for such exceptional honesty. Not very long ago several Chinese contractors were reported to the head of the Department by one man of integrity, for trying to suborn him, and strangely enough, these scoundrels are still employed by the Surveyor-General. Another member of the Department had fourteen turkeys giving a musical entertainment in his back-yard last Christmas—all presents from contractors and other persons who, no doubt, expected some *quid pro quo*. Yet the latter officer is probably as "solid" with his chief as his colleague who was above being bribed.

The fact is that the whole system wants to be thoroughly and carefully investigated and a big "clear-out" commenced. And then, when the Government are satisfied that our allegations regarding the Public Works Department are substantially confirmed, we will enlighten them in respect to one or two other branches of the Service where reform is almost as badly wanted.

THE PUNJOM PUZZLE.

"A SHAREHOLDER" in the Punjom Company writes to the *Daily Press*, wanting to know what Mr. W. G. BRODIE is supposed to do for the $500 per month he receives as Managing Director of that mysterious gold-mining concession. And the *Daily Press*, as customary, doesn't know, or at all events maintains a discreet silence, doubtless with an eye to future contingencies. "A Shareholder"—we are almost inclined to doubt his right to that designation, as if he were actually a shareholder he would, almost to a certainty, be aware of what transpired regarding Mr. BRODIE's appointment at the meeting held only a few weeks ago—is of opinion that the Managing Director's place is at the mines in Pahang, exercising a proper supervision over working operations, and not idling away his time in Hongkong. We are bound to admit that this also is our idea of the duties of the managing director of a mining enterprise; but then it must be remembered, and it is only fair to state the fact, that Mr. BRODIE's services were specially retained by the Directors to attend to telegrams, correspondence, etc., in the office in Hongkong. The Directors found they had no spare time to devote to such matters, and as they apparently forgot that the Company possessed an able and energetic Secretary in Mr. GOURDIN, who certainly ought to be able to do the needful with telegrams and correspondence, the Chairman of the Board was expressly engaged to direct the Company's business at head-quarters in this colony.

In the Directors' latest report, dated June 9th of this year, it is alleged that as so many important questions which required close and personal attention were pending in connection with the disposal of portions of the Pahang concession, the Board felt it would be to the advantage of the Company to have some one at the helm, for some months at least, to devote all his time to the interests of the shareholders. That was the reason given for Mr. BRODIE's appointment, and at the meeting of June 16th, in reply to a shareholder, the Acting Chairman, Mr. E. L. WOODIN, said—"Mr. BRODIE will be permanently in the office for twelve months, giving the whole of his time to the Company's business," and in answer to a further query he remarked, as stated above, that there had been so many matters cropping up in the office—so many letters and telegrams—that the Directors had no time to devote to them. We trust this explanation will fully satisfy our morning contemporary's dissatisfied correspondent!

But will it satisfy those who are really and substantially interested in the success of the Punjom Company? Is it not time that the Managing Director, or the Board, or somebody responsible, informed the shareholders what has actually transpired with reference to the Company's business during the past seven weeks? The absolute sale of twenty square miles of the concession to a London Company in which the Punjom shareholders are largely interested, was stated to be *un fait accompli* on June 16th. If that is the case, what has been done since, and what operations are now actively in hand? It was reported weeks ago that the Company's agent, or manager, or whatever his position actually was—we are referring to the versatile Mr. H. M. BECHER—had arrived at Singapore from England, and no doubt the Directors have received a full account of his somewhat prolonged and expensive mission to London capitalists. That would be an interesting document to shareholders, and its publication might effect some good, while it could not possibly do any harm. The shareholders are anxious for information as to what has really been accomplished and what is being done now—and they are fully entitled to know. With the shares quoted at as low as $7, when the prospects of the Company are authoritatively stated to be more promising than ever they were, it is scarcely to be wondered at if shareholders are beginning to lose that confidence which has so unreservedly been placed in the Board of Directors.

THE SINGAPORE COALING DISPUTE.

THE excessive zeal for his country's welfare displayed by Sir FREDERICK DICKSON, Acting Governor of the Straits Settlements, has brought that energetic but indiscreet statesman into rather troublesome relations with the Colonial Office. Shortly after the departure for England on leave of absence of Governor Sir CECIL SMITH, his *locum tenens*, apparently without notice or for any particular cause or reason, suddenly issued an order absolutely prohibiting any foreign war-vessel or transport from entering the inner harbour of Singapore for the purpose of coaling. Had a European war been raging, or even any serious trouble or complication suggestively imminent between Great Britain and any foreign power, an arbitrary step of this kind might possibly have been justified; but in these piping times of almost universal peace, where was the necessity for the imposition of a vexatious regulation as useless at it was impotent? As a Singapore paper, the *Straits Times*, forcibly puts it—"the prohibition was as absolute, unexpected, and causeless as any decree of HAROUN-AL-RASCHID; but Singapore is not Bagdad: and while we must hear and obey, we can also protest and appeal."

And those interested did protest and appeal, and in no hesitating or uncertain terms. The Singapore Chamber of Commerce, the Straits Association, and the trading companies and firms whose interests were affected, all denounced the Acting Governor's arbitrary innovation, and the French Ambassador in London is credited with having made a "friendly representation" on behalf of his Government, which doubtless would carry considerable weight at a time when somewhat delicate negotiations were in progress regarding the Zanzibar and Madagascar protectorates and the dangerous Canadian Fisheries question. It is assumed, and doubtless correctly, that Lord KIMBERLEY consulted Sir CECIL SMITH, and the result was a special telegram to the Government of the Straits Settlements, giving instructions for a return to the *statu quo ante*, and that foreign war-vessels should have the privilege of coaling at the wharves in Singapore. Foreign transports are also included in the order, but with the proviso that, so far as they are concerned, only one transport at a time will be allowed alongside the wharves. The reason for this restriction is, of course, obvious, as if two or three French transports *en route* to Saigon or Haiphong were permitted to coal at the same time and flood the town with semi-disciplined hordes of Algerian troops, it could not fail to prove a menace to the public peace and might easily enough lead to serious riots and trouble. However, it is satisfactory to know that Sir FREDERICK DICKSON's ill-judged and offensive, although doubtless well-intended, restrictions on foreign men-of-war have been disapproved of by the Secretary of State, and if the snub administered by his lordship is a severe one, the admirers of the Acting Governor of Singapore, if he has any, must admit that it was richly deserved.

LOCAL AND GENERAL.

IN Bangkok the other day a Chinaman claimed to be a Portuguese subject. The Celestial will play it very low-down, sometimes.

UP to July 21st there had been 27 cases of cholera on board the Turkish man-of-war *Ertougroul*, of which eight had proved fatal.

THE *Shih Pao*, the Chinese newspaper published at Tientsin, has been entrusted to the direction of the Rev. Timothy Richard, by whom it will be conducted as a thoroughly independent paper.

AT the annual meeting of the Ararat Lodge of Royal Ark Mariners, No. 264, E.C., held last evening (11th inst.), Wor. Bro. P. Bazonjee was re-elected Wor. Com. N.; Bro. W. Goulbourn, was elected Treasurer, and Bro. J. R. Grimble re-elected Warder.

OUR Haiphong contemporary reports that a French trader named Lasserre was poisoned by natives at Quang-yen last week. His servant, who is supposed to have put the poison in a cup of coffee, has been arrested, with several suspected accomplices.

WE observe that the "war of rates" between the Canadian-Pacific and Pacific Mail Steamship lines, which commenced on the 12th ulto. with a drop of 70 per cent. in passage fares, has come to an abrupt conclusion, which doubtless indicates that differences have been satisfactorily adjusted.

THE *Hyogo News* of July 29th says:—It is rumoured that a syndicate has proposed to take up all the unapplied-for shares in the Hiogo Hotel Company at par, but the Provisional Directors, having in view, we understand, the great desirability of shares being as widely distributed as possible, prefer to allow the lists to remain open as at present advertised."

OUR Shanghai morning contemporary is informed that an office of the Chinese Maritime Customs is to be established forthwith at Chungking, and that Mr. H. E. Hobson—as was surmised when he was appointed to Ichang—will be the first commissioner, Count d'Arnoux replacing him at Ichang, as acting commissioner, and Mr. R. J. Abbott from Shanghai being appointed acting deputy-commissioner at Hankow. An assistant and a Chinese clerk are also being sent from Shanghai to Chungking.

A MEETING of the members of the British Mercantile Marine Officers' Association was held last night (12th inst.) in the Marine Hotel, Praya West. There was a large attendance, and Capt. S. Ashton, President of the Association, occupied the chair. In an interesting address—which pressure on our space compels us to hold over—Capt. Ashton sketched the objects of the movement, and congratulated the Association on its already powerful membership and on its excellent prospects of meeting a want long felt in this colony.

A NOVEL exhibition is promised in Kyoto, remarks the *Japan Gazette*, compared with which the self-told narration by the Bank of England forger of his experiences, and other like entertainments, will sink into the shade. We are told that Takejima, Takegoro, a liberated gaol-bird, who has served his sentences for breaking into 57 godowns, robbery with threats of violence, breaking into private houses, &c., has repented of his past doings and, having obtained an actor's license, proposes to give an exhibition in the Gion Kwan theatre, Kyoto, in which he will portray his past burglaries and robberies.

THE cholera reported cases in Nagasaki up to the 3rd inst. totalled 1305 and the deaths 717.

DR. DOBERCK notified yesterday that in future the observations made at Victoria Peak (on which local storm-warnings depend) will be entered in the meteorological register whenever received.

A GENTLEMAN who arrived by the French mail from Shanghai on the 12th inst informs us that he learnt from one of the leading physicians of that Settlement that cholera, in a severe form, had broken out in the native portion of the city, and that several cases were under treatment by him.

ARRANGEMENTS are on foot to establish a Seaman's Registry Office in Kobe, for the purpose of supplying trustworthy Japanese seamen to foreign vessels. The capital of the company is yen 3 000 in 100 shares of 30 yen each. The sanction of the Government for the scheme is expected in a few days.

THE first meeting of the shareholders of the Shanghai Switchback Company was held on the 5th inst., in the Hotel des Colonies, General Mesny presiding, when a first dividend of 10 per cent. on eleven days' working was declared and $500 carried to the Reserve Fund after paying all expenses. And the Hongkong Switchback, with the bust-up merry-go-round and elephantine horses, has been sold up to pay expenses.

THE new buildings for the Bangkok branch of the Hongkong and Shanghai Bank were opened on the 1st inst. The cost was $30,000, and the *Times* says that it is a very fine, substantial, three-storeyed edifice, situated on the east side of the river and in close proximity to all the other business houses, the Post and Telegraph Office, the Custom House, etc. It is fitted with every convenience, and is in a most desirable situation.

THE *N. C. Daily News* of the 5th inst. says:—"The *Toonan* arrived at Shanghai on Sunday with Mr. Weir, the Marine Superintendent of the C.M.S.N. Co., the engineers of the *Fuyew*, and some of the cargo salved from the wreck. The Captain, deck officers, and some of the crew remain at the wreck, and, with the divers, are engaged saving what they can. The cargo is deposited on the beach under a guard of soldiers, and as it accumulates, steamers will call and take it away. Messrs. Hopkins, Dunn & Co. will sell the wreck at auction on the 16th inst.

THE verdict of our contemporaries in Tonquin, after the recent experimental trips of the *Yunnan* up the Red River, is that this route to Western China is far ahead of those through Burmah or Southern China. Certainly to get to Lao-kay inside sixty hours, and so reduce the time consumed in reaching the great *entrepot* of Yunnan from nearly two months to less than half that time, is an achievement which should bring Messrs. Marty and d'Abbadie more substantial returns than the mere decoration of the Legion of Honour. One interesting feature of the trip was the friendly way in which the Chinese authorities treated the expedition, one mandarin even going the length of sending some champagne aboard the little pioneer vessel. On the return to Hanoi the inevitable banquet took place.

A SAD accident, resulting in the loss of two lives, happened on board the U. S. flag-ship *Omaha*, whilst on a recent excursion for target practice outside Kobe, at the end of last month. Whilst off Owari Bay, the usual firing was going on. The fifth gun, a nine-inch smooth bore had been fired. The gun had been sponged, the cartridge inserted, and the shell was being rammed home, when the charge exploded. The effect was disastrous. One of the men, Emanuelsen, lay on the deck a mutilated mass, with the top of his head blown off, showing nothing but the bare skull, his left arm was partially torn away and his chest crushed in. Death of course was instantaneous, and the same merciful fate befel his shipmate Kirke, who was shot clean off the vessel. A protracted search failed to discover any trace of Kirke's remains and it is supposed he was shattered to pieces. The heavy firing at once ceased and in the evening Emanuelsen's remains were interred at sea, the vessel returning into port the following day.

THE Tientsin correspondent of the Shanghai *Mercury* writes on the 25th ulto.:—From Honan I learn that the Yellow River has burst its southern banks near Cheng-chou, and has flooded the country for many miles to the south. There are now two gaps in the embankment, one at Lung Wang-miao in Shantung, and the other which I have just mentioned, and the water through both is flowing south. The Chinese were quite right when they predicted some time ago, when the Hoangho, the Grand Canal, and the Peiho were very low, that the dry banks, after their long baking in the sun, would not stand any great rush of water. The banks were in places so dry that they went into powder and were entirely unequal to the strain put upon them last month, when the freshets came down. The Grand Canal between here and the Yellow River has overflowed and burst its banks, and the same thing has happened on the big and small West Rivers, to that Tientsin is now surrounded by water as far as the eye can see, and the road between the City and the Settlement is flooded in some place to a depth of two feet.

OTTAVE JOURDIN, the Frenchman charged with the homicide of a coolie named Sing Ang, on the Asahan Planting Company's Estate, Sumatra, about May 19th, 1890, was examined before Mr. Anthonisz at the Singapore Police Court on the 1st inst. with a view to extradition. Mr. Burkinshaw, appearing for the Dutch Government, said that there were three persons accused of killing a Chinese coolie on May 19th, under the following circumstances:—The first accused was acting manager of the plantation of the Asahan Planting Company; the second was Jourdin, the prisoner; and the third was a head "tindal" on the estate. The evidence showed that the deceased Chinaman was taken to the house of the first accused, tied up, and beaten, and it was alleged that Jourdin had taken part. Then he was taken to a place called Rumah Kling. He had previously been handcuffed, and here a rope was fastened to the handcuffs, and carried over a beam, by which he was hauled up by the wrists and again violently beaten for sometime. After this he was taken insensible to the Rumah Sakit close by, and died there soon after. Jourdin was alleged to have taken part in the second beating. When the man died the three accused had already gone away. One of the witnesses went to inform them, and Jourdin ordered his burial and directed where he was to be buried, in a swampy part of the jungle not reached by paths. The depositions were those of two peons, Ahmet and Toedemono, and a syce, who said they saw the beating. The case was again remanded.

KELLY & WALSH, Ld., have sent us a copy of a monograph on "Leprosy" from the able pen of Mr. Jas. Cantlie, M.A., M.B., F.R.C.S., a portion of which appeared in our columns last October. Dr. Cantlie's researches and his experiences of this loathsome disease will be studied with interest by the medical world.

NEWS was received last night (12th inst.) that Oscar Brandt, who was a passenger from Shanghai for Hamburg by the German mail steamer *Sachsen*, had died at Singapore. Remembering the old saying *de mortius nil nisi bonum*, we will not write the deceased gentleman's obituary, but we nevertheless cannot forget, to use an aphorism of the great Napoleon's, that although death may expiate faults it cannot repair them.

THE *Japan Gazette* states that since the outbreak of cholera on the *Ertougroul* there have been 23 cases and 7 deaths, but there are eleven patients whose disease has not yet been properly diagnosed. In view of the above we are not surprised to read in the *Osaka Mainichi Shimbun* that the inhabitants are taking steps to memorialize the Government to order the *Ertougroul* to "upanchor" and go. The presence of the vessel is undoubtedly a menace to the town, while the object of her stay is not apparent. The commander of any other power would have had his ship in mid-ocean long before this.

XAVIER, the late assistant bailiff of the Supreme Court, who levanted to Macao a few weeks ago with $1 000 which he had collected by virtue of a writ of execution, and who is now in gaol there pending an application by the Hongkong Government for his rendition, was examined by the Macao judicial authorities last Friday with reference to a sum of $300 which he is alleged to have embezzled, when in charge of certain mess accounts, prior to his arrival in Hongkong. We have not learned what transpired at the hearing, nor what steps have been taken by the Hongkong Government to get Mr. Xavier duly handed over to the local police.

AN amusing instance of the mechanical administration of regulations by the Japanese officials occurred on the railway between Kobe and Osaka the other day. A passenger took a ticket for the latter place—a first-class ticket, principally for the reason that, being a stranger to Japanese railways, he should not travel in a higher class carriage than that for which he had a ticket. It happened that he got into a second class carriage. The conductor came round to examine tickets, pointed out the mistake, and was told it was of no consequence. That was from the point of view of the passenger—the conductor thought otherwise. There is a bye-law among the regulations of the Japanese railways, as there is among those of all railways, that a passenger must ride in a carriage corresponding with his ticket. In every other country in the world were there are railways that rule would be interpreted by the officials to mean that a passenger must not ride in a carriage of a higher class than that for which he has paid a fare. That, of course, is the spirit of the rule. But the Japanese conductor has no discretion. There are his orders—he must carry them out. And so at the next station another official appeared and politely insisted upon the guilty passenger accompanying him to a first class carriage. He has not yet been prosecuted, but is not altogether certain that he will not be.

CHAN SIN TSANG, master of the Pao Ching shop, 62 Wellington Street, was brought before Mr. Robinson at the Police Court yesterday afternoon and charged with unlawfully receiving and having in his possession a large quantity of stores, the property of Messrs. Lane and Crawford. Mr. Bowles appeared for the prosecution and Mr. Reece defended.—Mr. Denson, manager of Messrs. Lane and Crawford's store, identified a mass of property, including labels and capsules for Teacher's whisky, glass-ware, cigars, knives, etc. He said that some of the things were found in the house-coolie's room, and the rest in the prisoner's shop. No less than 4030 capsules and labels had been missed from the stock.—Mr. Reece asked the Magistrate to discharge the prisoner on the extraordinary grounds that no case had been made out, and, on Mr. Robinson declining, called witnesses who swore that the prisoner had nothing to do with the shop where the goods were found.—After Mr. Bowles had replied, his Worship said—In this case I have to find whether the things were unlawfully obtained. I do find that the labels, capsules and glasses were unlawfully obtained. Secondly whether the defendant was receiving stolen goods. I cannot hold it proven that the defendant was in actual possession of the goods. I must therefore discharge the defendant.—At the close of the proceedings Mr. Bowles applied for a warrant to arrest one of the witnesses, but his Worship refused.

MESSRS. WHEELOCK & Co.'s Shanghai Freight Market Report of August 8th has the following:—Since our last report, dated July 25th, there has been no change in our freight market, rates homeward having been well maintained. For London very little cargo in going forward and steamers find great difficulty in procuring enough to fill their allotted space, while for New York tonnage is barely equal to the demand. Nagasaki-Shanghai—There is still a demand for tonnage at slightly lower rates but as owners are not willing to accept the figure offered, no business has transpired. Newchwang-Amoy—A slight enquiry exists for small craft. For London, *vid* usual ports of call and Suez Canal:—The Holt's steamer *Pultusus* and the Mutual Co.'s *Pahling* are the only two boats on the berth beside the Mails, and as there is a great scarcity of cargo, loading is slow. The former is advertised for dispatch on the 13th instant and the latter will sail to-morrow. Rates remain unchanged, 35s per ton all round is asked. For New York *vid* usual ports of call and Suez Canal:—The departure of the *Benledi* yesterday has left the berth entirely vacant, but it will be occupied by the *Euphrates* arriving here to-morrow; the latter, being a very small carrier, her space available here has been readily taken up at 45s. per ton, consequently, her stay will be short. It is difficult to give the order in which the others will follow, as there are several steamers already on the berth in Japan, viz.:—*Benledi*, *Port Phillip*, *Gleneagles*, *Albany* and *Strathendrick*. *Via* Cape:—The *Luzon* is still loading, she has been more than fortunate in securing a fair cargo from here, as when she was taken up the prospects were very poor. We doubt if another ship will follow for some little time. Quotations are:—Newchwang to Swatow, 19 Mex. cents per picul, nominal. Newchwang to Amoy, 22 Mex. cents per picul. Nagasaki to Shanghai, $1.30 per ton of coal nett, for both steamers and sailing vessels. Settlement during the fortnight:—*Feilung*, British steamer, 752 tons register, Newchwang to Amoy 21 cents per picul, 2 days for loading. Disengaged vessels in port: *Nancy Pendleton*, American ship, 1,385 tons register. *Lansdowne*, British ship, 1,436 tons register.

THE *Hiogo News* says that Mrs. Smith, a passenger by the steamship *Oceanic*, died on Sunday the 3rd inst. on the passage between Hongkong and Kobe.

THE Scottish Oriental Steamship Company's vessel *Mongkut*, Captain Anderson, has been chartered by the Canadian-Pacific Company to run between Vancouver and San Francisco, *via* ports of call, to replace the steamer *Danube*, lately sold to a San Francisco firm. She will sail for Vancouver on the 21st instant. The fact of the *Mongkut* being detached, so to say, for duty on the American coast may lead to the conclusion that the Scottish Oriental Company have more boats on the Hongkong—Bangkok line than the trade warrants. This, however, is not so, and at the present time a new 800-ton steamer, under command of Captain Watton, is on her way out to take the place of the *Mongkut* in the ever-increasing Bangkok trade, and she will shortly be followed by another new steamer which will be brought out by Captain Morris, late of the *Phra Chula Chom Klao*, and a third will not be long after her. Even with these additions to their well-appointed fleet the Scottish Oriental Company will not have enough vessels to meet the requirements of a trade which they have been mainly instrumental in developing, with astonishing rapidity, during the past six years; for we find by late accounts that Messrs. Butterfield & Swire and Messrs. Jardine, Matheson & Co. have shown symptoms of an inclination to "chip in" and do a fair thing by running an occasional boat down Siam way. Altogether the shareholders in the Scottish Oriental Company may well congratulate themselves upon the wisdom exercised hitherto by the directors of this promising concern.

TO-DAY (11th inst.) His Majesty Kuang Su, Emperor of China, entered upon the twentieth year of his existence—hence the distracting cracker-firing which disturbed many of our subscribers at an early hour this morning. We did not join with our Celestial friends in their jubilations, because we think that, upon the whole, the youth who is reputed to sway the destinies of 400,000,000 of people is rather to be pitied than otherwise. But we promise "His Most Gracious" that as soon as he comes out of his shell, studies the commercial and military interests of his subjects, and starts in earnest to build much-needed railways, we will fire off six dollars' worth of crackers and ten dollars worth of bombs just outside our office every Kuang Su birthday; and that when His Majesty goes the way of all fish, flesh and fowl (which joss forbid he ever should!) we will sum up his virtues in a three column black-edged leader and hang sack-cloth in abundance all over our entrance gates for three solid months—just to show that he was better than all his predecessors, and we respected him. Long live the Emperor of China, "boss" of all the dragons, King of Kings, the mighty Potentate, etc., etc.! May he grow wiser and wiser, be blessed with a sturdy young Kuang Su annually and experience many happy returns of this day. We can't say more, except that we think our Commodore might as well have hung out his ship's rags to-day, seeing that a Chinese gunboat, in holiday rig, was lying within a dozen cable lengths of the *Victor Emanuel*. We wonder if the "jolly old" Commodore remembers the old adage "politeness vaunteth not, is not puffed up and costeth nothing." Now, let us be charitable for once and say that he *must* have forgotten all about young Kuang Su.

THE account of the voyage of the schooner *Johann*, remarks an Australian contemporary, reads like a story from the pen of the well-known sea novelist, Mr. W. Clark Russell. Indeed, in the navigation of the vessel by the captain's wife there is a touch of romance which more than one novelist has anticipated. The good ship *Johann*—to use the phraseology common to marine story-tellers and bills of lading—left Mauritius as far back as April 3rd. She had scarcely got out of sight of land before her troubles began, and they continued for nearly 70 days, till happily, in Fremantle, a port of safety was found. One of the apprentices was seized with fever two days after the vessel left Mauritius, and he has been ill ever since. The wonder is that his constitution should have held out so long. The mate was next attacked, but happily he soon recovered, and to this fortunate circumstance is due the fact that the ship was not left entirely in the hands of the captain's wife, and probably ultimately lost. On the 10th of April, just a week after leaving port, the seriousness of the situation first began to disclose itself. On that day three of the able seamen and the cook were taken ill, and by the 20th of June all of them had died. This was quite sufficient for one voyage, but the survivors had not yet experienced the full brunt of their misfortunes. On May 12th the vessel was leaking badly, and a large portion of the cargo had to be jettisoned. On June 1st the captain, completely worn out no doubt by the anxieties of the past two months, was stricken with fever, and is still, we regret to learn, seriously ill. From henceforth, there was no one to work the vessel but the mate and the captain's wife, whose time was already occupied by the care of her child and sick husband. No praise can be too high for the pluck and and heroism shown by Mrs. Mainders and the rest of the little company under this heavy load of disaster. Fate would indeed have been cruel had all their efforts proved futile. As it is, besides the pleasure which the safety of the survivors must give to everyone who reads their story, there is the added gratification that a most dramatic and also true tale of the sea has not been doomed to oblivion by the loss of the schooner and the death beneath the waves of the few who have survived to tell the story of their perils and dangers innumerable. The report of the voyage reads as follows:—"Inward report of the German schooner *Johanna*, 294 tons register, from Mauritius bound to Melbourne, put in in distress. Left Port Louis on April 3rd; wind N.E. On the 5th of April one of the boys took sick with fever, and has been laid up ever since. On the 6th the mate took sick with the fever, but soon recovered. On the 10th April three able seamen and the cook took sick, and on the 23rd of April the first death occurred, and on the 26th April another seaman died. On the 1st May the cook died, and on the 10th May another seaman died. On the 1st June Captain H. Mainders took sick, and is now very ill. The mate, with the assistance of the captain's wife, has navigated and worked the vessel for the last week. Pilot Butcher boarded the schooner at 5 p.m. on the 9th, and when he learnt what was the matter, took one of the crew out of the pilot boat, to assist to work the vessel, and eventually got chain on deck, and the anchors over the bow, and brought her safely to an anchor at 9 p.m. On the 12th May 520 bags of sugar were thrown overboard to lighten the vessel, as she was making water. The vessel is 70 days from Mauritius, and for the last three weeks she has been running and drifting under her two topsails, foretopm's. staysail, and close-reefed mainsail.

A BREWERY has been started in Manila by Mr. E. M. Barretto.

THE Austrian corvette *Fasana* is shortly expected in Singapore from Australia.

THE railway material expected at Haiphong has arrived. It comprised 2,000 tons of rails and rolling stock, including two locomotives.

LAST week some Chinamen out East Point way had an argument with bamboos. The police gathered in two of the disputants, and they were admitted to bail by the Magistrate next day. This afternoon (7th inst.) one of the two went and died, just to get somebody charged with manslaughter, and two men have been arrested.

REFERRING to a *debutante* behind the footlights, the dramatic critic of the Sydney *Bulletin* gaily remarks:—"Miss Young, who is making her maiden efforts in "Boccaccio," is the stage-struck daughter of a Melbourne jeweller. She shapes nicely, in both senses of the term, and promises to produce a distinct impression in tights." A "distinct impression in tights" is decidedly good.

H.M.S. *Mutine*, stationed in the Straits Settlements, has been ordered to England, and will be replaced by the *Peacock*, at present *en route* from the west coast of Africa. The *Peacock* is a vessel of the same class as the *Redpole*, now on the way from Singapore to Hongkong *via* Labuan, at which latter place an attempt will be made to recover the steam pinnace lost there some time since by the *Hyacinth*.

THE P. & O. steamer *Bombay* appears to have been particularly unfortunate in the harbour this trip. On the 7th inst., when leaving the Kowloon wharf, she fouled the German steamer *General Werder* and tore away several of the stanchions from the latter vessel's quarter. It would seem as if Hongkong harbour were too small for the *Bombay*, and there was a universal sigh of relief amongst masters of ships when she took her departure.

WITH reference to the Siamese Concessions of which so much has been heard lately, a Mr. W. Barne writes to a Singapore contemporary under date July 27th:—"I have received by this mail an intimation from Baron de Overbeck, that in the event of any attempted sale of the Kabin Gold Mines, &c., he will at once enter a protest in London. Baron de Overbeck is an Austrian, and therefore the protest will come from the Austro-Hungarian Government."

ELEVEN hundred taels of opium were seized at the Canton wharf on the 7th inst. by excise-officers, just as it was being brought on shore from the Macao steamer, the *Kiukiang*. It was carefully stowed away in a box encased in another box which was inside a travelling trunk. We hear that the Opium Farmer's men are specially alert just now respecting Macao steamers, owing to the fact that large quantities of the drug have been coming from there lately.

THE Government of Hongkong are keeping the Dock Company busy. Among the orders they have placed with the local "Lairds" are—two 65-ton wooden lighters, for carrying stone for the Praya Reclamation; a steel pontoon, carrying an eight ton crane, to be used in placing the stones in position on the sea-wall; a tow-boat 90 feet long, with engines of 30 horse-power; and a new hospital hulk. The last-mentioned will be something like the *Meanee* in appearance, and will be of wood, with steel frames. Her length will be 175 feet, breadth 30 ft., and moulded depth nearly sixteen feet. She will have two decks, and about a dozen cabins. She will be ready about the end of the year, and, we believe, will be used as an infectious diseases hospital, instead of the present building on Stone-cutters' Island.

THE adjourned meeting of the members of the Jockey Club, for the purpose of arranging about the griffins for next year's Races, was held this afternoon (8th inst.) in the Hongkong Hotel.—Mr. J. Grant, who presided, invited suggestions, in response to which Mr. Fraser-Smith, in the absence of any other proposal, moved that the Club again entrust the matter to the Shanghai Horse Bazaar, on the same terms as before. The two or three times they had done so, he said, they sent a very fair class of ponies down, and good racing had been the result—in fact last year five or six of the animals were fit to run against the best ponies here.—Mr. Dick seconded, and the motion was agreed to.—The Chairman announced that the list would be kept open some time longer, although 28 ponies had been subscribed for, in order that any new-comer might add his name if he desired. The proceedings then terminated.

A CORRESPONDENT writes to the Singapore *Free Press*:—Jelebu and Sungei Ujong have sustained a serious loss by the terrible death of Mr. F. C. White, Collector and Magistrate of Jelebu, on Sunday morning, July 27th. At about 7 a.m. he went out hunting, with a pack of dogs, accompanied by three Sikhs and one or two Malays and Chinese; at 8 a.m. the dogs found a small pig, and brought it to bay in some thick undergrowth. When running forward to kill the pig with his hunting knife, Mr. White was shot through the heart by a Sikh, standing on the other side of the dogs and pig, and fell dead instantly. It is supposed that the Sikh fired at the pig, but missed it. The funeral took place at the Seremban cemetery the following morning. The coffin, which was covered with the Union Jack, and decorated with several beautiful wreaths and crosses, was borne to the grave by eight Sikhs, and a body of about 80 of the Sungei Ujong Sikhs and Malay Police were in attendance. Mr. C. G. White and a large number of friends followed, and the service was read by Captain Mackenzie. Mr. White had lately been appointed Collector and Magistrate of Jelebu, having formerly been Collector of Land Revenue in Sungei Ujong.

THE notorious murderer and burglar, Li Pi Tsz, for whose extradition the Chinese Government applied in June last on the ground that he committed several murders and burglaries near Canton last year, was handed over to the Chinese Authorities at one o'clock on the 8th inst. He was taken from the gaol to Peddar's Wharf by a strong guard of Sikhs and Europeans commanded by Actiqg Chief Inspector Craddock, with Detective Inspector Quincey, Detective Sergeants C. Haddon and J. McIver; and P.S. Harkins. Upon arrival at the wharf the doomed man was placed on board the police launch and taken off to a Chinese gun-boat where a dozen Celestial braves, armed to the teeth, took over charge of this long "wanted" terror of the Kuang Tung province. The prisoner became perfectly pallid and somewhat excited when he found himself in the hands of his countrymen, and once or twice looked about him with an air of desperation which clearly bespoke his desire to make a dash at his captors and die in the frenzy of a life and death struggle. But he hadn't the heart in him to try it, and soon succumbed to the inevitable—heavy manacles, and chaining to the deck like a dog. After he was safely chained up, our guardians of the peace took their leave of the genial skipper of the gun-boat, and before they reached Peddar's Wharf observed that the little craft was under way and heading for Canton, at full speed; where Li Pi Tsz will soon receive his *quietus*, and enter a long, though probably undeserved rest.

THE floods in Tonquin are abating, and the natives are busy sowing fresh crops, the fields having been enriched by the mud deposited.

THE *Nanzing*, according to the *Comercio*, brought away over three hundred Chinese who had been ordered to clear out of Manila because they had not the usual papers. Our contemporary finds comfort in this exodus of idle pagans.

THE Scottish Oriental Steamship Company's vessel *Mongkut*, Captain Anderson, will leave for Vancouver on the 21st as an extra boat for the Canadian Pacific Steamship Company, we believe. She will stay over there, being intended by the Scottish Oriental to engage in the coasting trade.

A TELEGRAM has been received in Singapore by the local secretary of the Raub Australian Syndicate that the boxes of specimens sent down by Mr. Bibby crushed 51 ounces of gold to the ton. These samples, the *Free Press* says, were of coarse stone on the leaders, and the result given must not be taken to imply more than it states.

THE fiftieth half-yearly balance-sheet of the Hongkong and Shanghai Banking Corporation appears in another column. The secret of the handsome dividend will be seen in the item "Bills discounted, loan and credits," which amounts to $63,880,323, as compared with $55,615,066 last half-year. The far-seeing Chief Manager saw the rise in silver betimes.

MR. Wodehouse held an inquiry at the Magistracy on the 9th inst. into the circumstances attending the death of John Maloney, a Naval Yard constable, who died whilst bathing at Kowloon on the 2nd inst. After hearing the evidence of a sergeant of the naval police, who stated that the deceased suffered from heart disease, his Worship recorded finding of "Natural causes."

OUR exchanges from Manila report that on the 30th ult., at nine p.m., a fire broke out in Rosario Street, in a small tobacco shop. Fanned by a strong breeze, the flames quickly enveloped the surrounding group of flimsy buildings, and before long several streets were ablaze. The troops and naval forces were called out, but they did not succeed in suppressing the outbreak until midnight. The loss is estimated at half a million dollars.

THE wife, daughter, and little son of Li Pi Tsz, the notorious highway-man who was yesterday (8th inst.) handed over to the Chinese Authorities, were up at the Magistracy betimes this morning. The woman started yelling and screaming and abusing the police for not giving her due notice that her dearly beloved husband was going to be passed over. She beseeched Mr. Wodehouse to give her a letter for the British Consul at Canton whereby that official would be induced to use his good offices to obtain for her a last interview with Li Pi Tsz, prior to his execution. His Worship graciously acceded to the unusual demand, and the unhappy woman went on her way rejoicing.

THE *Zafiro* brought over eight shipwrecked sailors from Manila on the 7th inst. They belonged to the American ship *Panay*, which was lost about three weeks ago down in the Philippines in rather an extraordinary manner. She had been lying in Manila Bay for about seven months, waiting for hemp to boom. As it didn't, the captain decided to take her round to Iloilo in ballast, and engaged a rattletrap old coasting steamer, the *Taurus*, to tow her round. All went well until night, when a strong breeze sprang up, and the steamer could scarcely get along. About 4 a.m., when to windward of one of the islands, the captain of the *Taurus* decided to cut the *Panay* adrift, and, after whistling twice, this was done. The crew of the ship tried to keep her off the rocks, but she quickly drifted ashore and became a total wreck. The captain is now in Manila trying to obtain redress.

WE are given to understand, says the *Shanghai Mercury*, that several members of the Imperial Maritime Customs service have been detached for duty in Chungking, from which we may assume that the port is at last to be declared open to Foreign trade, but, of course, it is impossible to say to what extent until the Convention on the subject has been made public. We assume, however, if the statement generall current be true, that steamers will not be allowed to go to the new port, and the principal business of the Foreign Customs officers will be the issuing of transit documents for goods going to points further west, and which will be brought up to Chungking in native-built craft, *i.e.*, junks and boats. We understand that Mr. H. E. Hobson, who has been in charge for some time of the Ichang Customs, will be the first Commissioner at Chungking, his place at Ichang being taken by Mr. D'Arnoux, whose place at Hankow will be taken by Mr. R. J. Abbott, who has been appointed Deputy Acting Commissioner. We further hear that Mr. Edgar, Commissioner at Chefoo, is going home on leave, and that he will be succeeded by Mr. Caral.

IT is by no means an unusual thing for the irrepressible globe-trotter to write columns of twaddle, for some English provincial paper, of his experiences after one day's sojourn in the city of Canton, and we have known one or two of the *genus* even go the length of making a return trip by the *Powan* an excuse for foisting two or three volumes of babyish prattle on a long suffering public. But until last night (6th inst.) we certainly could not have believed that there existed an idiot so thoroughly demented as to send such cheap clap-trap to a Hongkong newspaper—the *China Mail* to wit. Some lunatic, whose friend incur a serious responsibility by allowing him to be at large, writes to the *Mail* about the Shamien, Ah Cum the guide, the boat-girls, the Roman Catholic Cathedral, slipper boats, the Oriental Hotel, and other wonders of which nobody in Hongkong, of course, ever heard before—and his starting yarn is "to be continued." The maniac who wrote such trash for Hongkong readers, and the numskull who published it, each deserve a statue, somewhere out of sight on Price's "white elephant" at Causeway Bay.

CURSES both loud and deep have been general throughout the colony amongst shareholders of the China Sugar Refining Company, Limited, since it was known that the interim dividend had been fixed at the (comparatively) beggarly rate of 4 per cent., for the half-year, on the paid-up capital. If this were not a religious paper we might feel disposed to quote a few of the choice utterances that have been freely indulged in by disappointed holders; but as matters stand, we leave the *China Mail* to sing the praises of the "princely house" and Mr. E. R. Bellilios. China Sugars, by those in the swim, were freely prognosticated only a few short months ago as certain to reach, and be actually worth, $350 per share. What a falling off, dear brethren, when offers to sell at $165 on the 6th inst. were disdainfully ignored! And yet people marvel that share speculation in Hongkong has been "stone broke" for months past. That result was inevitable, and China Sugars were a principal factor in the general collapse of the bubble speculators. It is to be hoped that the severe lesson taught by the bitter experiences of the past twelve months will not be entirely lost sight of when things take a change for the better.

WE learn that the English firms in Manila are heavy sufferers by the recent fire there, as most of the property destroyed was stored in Chinese shops, the tenants of which, only being slightly insured, are unable to pay for it. An eye-witness describes the attitude of the Spanish officials as most indifferent—they would hardly ring the fire-bells even.

WE regret to learn that a telegram has been received from the Malay States to the effect that Captain Paterson, of the A. & S. Highlanders, who has been on a sporting excursion in that locality, has met with a deplorable accident whilst out elephant shooting. He was charged by a wounded elephant and severely, but, we are glad to say, not dangerously hurt. Full details are expected by an early steamer.

IN Mr. Rodger's Report on the State of Pahang for 1889 we find that important prospecting and mining grants were made, amongst others, to Messrs. D. E. Caldwell and C. L. Gorham of Hongkong. Dan and Charlie's gold mine is somewhere in Ulu Luit and we expect to hear very soon that these enterprising local pioneers of progress have "struck ile"; and then, of course, the usual prospectus and that wild rush for shares in the new company at a fabulous premium for which Hongkong speculators have so long been famous.

A MEETING of the Sanitary Board was held on the 8th instant. The results of their deliberations were—1. That the Board found they had no power over ships coming here from infected ports, and resolved to ask the Government to give them the requisite authority.—2. That the Board had no power to regulate the condition of the local cemeteries.—3. On Mr. Chadwick's house drainage report it was decided to leave the amendment of the bye-laws to that gentleman.—4. His main drainage report was generally approved, and—5thly, a vote of thanks was passed to him because he was going away shortly.

On dit that the net profits realised by the Hongkong and Whampoa Dock Company during the six months ended the 30th June amount to the large sum of $170,000. The report that the Directors have decided to recommend a dividend of only 5 per cent. for the half-year has not given universal satisfaction; but, assuming all this to be true, we consider that they have acted wisely and consistently in sticking firmly to the policy of writing off as much as possible until the cost of the Admiralty Dock in the Company's books has been brought down to the equivalent of the earning powers of that expensive enterprise.

THE musical critic of the *N. C. Daily News* hit off the weakness of the Stanley crowd in very neat style, in his notice of their extraordinary rendering of "Paul Jones." He said that "the entire company, excluding the orchestra, laboured under one great disadvantage" which consisted "of the inability of the vocalists to sing." "There was," he remarked, "a dead level of mediocrity about songs and choruses alike that was really depressing." We ventured to say that Sir W. Robinson's so-called patriotic ballad "Unfurl the flag," sung by one of Stanley's nightingales, was second-class rubbish, and the obese impresario went back on us by stopping his six dollars per week advertisement. He also, to all appearance, went back *to*, not on, the Editors of the *N. C. Daily News* and Shanghai *Mercury* after their adverse but fair and outspoken criticisms of the performance of "Paul Jones." Mr. Stanley's company make a very much worse show in "Les Cloches de Corneville" and "Olivette" than in a spectacular *olio* like "Paul Jones," but somehow our Shanghai colleagues discovered that the tuneless *artistes* could sing after all. Funny, was it not? We could a tale unfold, if it were worth while—which it isn't.

A CASE of considerable interest to people engaged in shipping matters occupied the attention of Mr. Wodehouse at the Police Court this morning (9th inst.), when Mr. A. P. Guttierez, Deputy Superintendent of the local Mercantile Marine Shipping Office, appeared to prosecute Paul Hansen, master of the British bark *S. H. Wapplus*, for sailing from Hongkong on a six months' voyage on the 11th of April last without a properly certificated chief officer, contrary to British Shipping Laws. Mr. Johnson (Crown Solicitor) appeared for the prosecution and Mr. Wilkinson was for the defence. John Duff, second officer of the steamship *Taisang*, was called, and stated that Captain Hansen offered him $100 to sail with him as chief officer as far as Foochow, whence he would send him back to Hongkong as a first class passenger. Duff therefore "signed on" the articles as chief officer on the 15th of April, after which the captain gave him $50 and told him that he need not be in a hurry to join the ship, as he would notify him to join the ship in due course. On the 17th of April witness went to look for the *S. H. Wapplus* but found that she had sailed.—Mr. E. J. Meugens, second boarding officer of the Harbour Department, deposed to the *S. H. Wapplus* having sailed on the 17th of April. His Worship, by request of Mr. Johnson, adjourned the case until Thursday afternoon in order that the evidence of Mr. J. Edwards, with whom the witness Duff was living last April, might be forthcoming for the prosecution.

A SHANGHAI contemporary learns from Peking that early last month the two sons of Sir John Walsham, the son of Col. Denby, with Mr. Tratman, of the British Consular Service, while enjoying a swim in one of the numerous streams in the Western Hills, were overtaken by a sudden storm in which the rain descended in a veritable deluge. Before they could regain the bank, their clothes were washed away, and carried down the stream never to be seen or worn, by their lawful owners again. A dog belonging to one of the party was also carried away and drowned before his master's eyes. The weather was fortunately warm, but it was nevertheless a highly uncomfortable, not to say shocking predicament in which the four unfortunate bathers found themselves without clothes, shoes, and not even a smoke, away upon the side of the mountain, with a long distance between them and their homes, which they clearly could not face as they were. No budding diplomats surely ever found themselves in such a sorry plight, and almost before they knew it night was upon them. Like the primitive examples of our progenitors they were forced by the cold wind that sprang up at night to take refuge in caves and under projecting rocks, where they passed about the most wretched night of their lives. Meanwhile the sojourners at the Temples were in a terrible fright about the non-appearance of the four young gentlemen, and search parties were sent out into the storm, but they could find no trace of the wayfarers, who in the dim uncertain light of the morning got back to their homes footsore, weary, and suffering from their unwonted exposure. One of them was so ill that he had to be supported by a Chinaman who had met the wanderers and was nearly terrified out of his wits at first by their appearance, and probably took them for an entirely new tribe of western barbarians, whose only garb was what nature gave them. The absence of tomahawks and such uncomfortable-looking implements, however, reassured him and he went to their assistance and helped the feeblest of the party home.

THE LAST OF THE "FILIPINAS."

At noon to-day (9th inst.) a cheque for $110,000 was handed to Mr. Gillies, the manager of the Hongkong and Whampoa Dock Company, in exchange for the well-known gunboat *Filipinas*. An hour or two later Mr. W. G. Brodie, who had made the purchase on behalf of the Siamese Government, whose Consul he is at this port, went over to Hungham in company with Mr. Gillies and a small party of gentlemen, and took possession of the vessel in the name of the Siamese Government. The "white elephant" was hoisted amid considerable enthusiasm, and instructions given to Mr. Ramsay, who is now in charge, to erase the present name and substitute *Makut Rajakumar*, which will be the future designation of the new Siamese flagship. This done, and the arms of Castile replaced by those of H. M. King Chulalongkorn, the return of the royal mission to Japan, which will occur towards the end of this month, will alone delay the departure of the vessel to her new sphere.

It may be interesting to briefly recapitulate the history of this maiden war-vessel. In 1886 the Excellentissimo y Illustrissimo Señor Don Fray Pedro Payo, Archbishop of Manila, raised a Patriotic Fund in the Philippines in order to present the Government of those islands with a man-of-war to resist the suspected designs of the Germans on the Caroline Islands. Estimates were supplied by the Hongkong and Whampoa Dock Company for a vessel of the *Scout* type, and at length a contract was made, the price agreed on being $122,000. A Commission of delegates came over from Manila, and supervised the building, and in February, 1887, the *Filipinas* was launched. In our account of that function we gave the following particulars:—"She is built of mild steel, and for offensive purposes has been fitted with a powerful ram projecting about four feet from the stem, and which will be entirely under water when the vessel is at her proper draft. The vessel's principal dimensions are:—length over all, 186 feet 6 inches; beam, 23 feet 6 inches; depth moulded, 18 feet 6 inches; and her draught when in working trim will be 10 feet. She will have twin-screws, and be schooner rigged, her two pole-masts being made of steel, 62 and 66 feet in height respectively, with a fighting-top on the mizen. Her two pairs of compound surface condensing engines are of 560 horse power indicated, and the cylinders are 15 and 40 inches, with a stroke of 18. According to contract the *Filipinas* must steam at the rate of 12 knots per hour, and judging from her yacht-like lines and the specially-designed powerful machinery, she will exceed this without difficulty. Her two boilers are also of steel, 8 feet 9 inch and 9 feet 6 inch diameter respectively, constructed to bear a working pressure of 120 lbs. to the square inch, and there are six furnaces to each boiler. The quarters for officers and men leave nothing to be desired, and the whole of the fittings, of the latest patterns, are in the Dock Company's best style, which is equivalent to saying that they cannot be surpassed anywhere. All the vessel's appliances are of the newest designs, and include Cochrane's patent donkey boilers for supplying steam for working the pumps and the electric light. Ample provisions have been made for dealing with fire, and to ensure safety as far as possible the vessel has been divided into six water-tight compartments. The *Filipinas* will carry five boats, including a steam pinnace."

But the war-scare had subsided—the Government of the Philippines wanted to "cry off," and suddenly Captain Lopez, who was to command her, raised a lot of petty objections, finally asserting that her metacentric height was unsatisfactory—or in plainer phrase that she wouldn't be steady enough. So the purchasers would not take her. Litigation ensued, and an immense amount of expert evidence obtained by both sides in Europe, at a cost, probably, of a lakh of dollars. In the meantime the Archbishop died, which further complicated matters, and there is no telling where the matter would have ended if it had not been that the Russian Government, the Viceroy of Canton (Chang Chih-tung) and the Siamese Government, had not made inquiries with a view to purchase. Señor Ramirez y Arellano, on behalf of the subscribers to the Patriotic Fund, came over, and the triangular negotiations ended, as everyone knows, in the acquisition of the vessel by the Siamese Government, at a cost of $110,000. The Spaniards have lost about $25 000 by her; the Dock Company are relieved of a burden—and the Siamese have got a bargain.

THE FATAL EXPLOSION AT STONE-CUTTER'S ISLAND.

At the Magistracy on the 9th inst. Mr. Wodehouse continued the inquiry into the circumstances attending the death of a Sikh constable at Stone-cutter's Island on the 24th ulto. which was caused by the explosion of a Hotchkiss shell that the deceased was driving into a plank, for the purpose of splitting it into firewood.

T. T. Riddell, Master Gunner in the Royal Artillery, said he was stationed on Stone-cutter's Island on the 24th ultimo, and was in charge of the ammunition stored on the Island, including the Hotchkiss shells. These were stored in boxes each containing eleven 6lb. shells. He had counted all the boxes in the store and ascertained that no shells were missing according to the number received and served out for practice. The fragments of the shell produced appeared to be those of an exploded six-pound Hotchkiss. He did not know how the shell came in possession of deceased. It could not be one from their own stores. It might have been one which had missed fire. He only arrived in the colony on the 21st of June last. His idea was that it was either a fired shell picked up, or a blind shell dragged ashore by fishermen in a net, and then picked up by the deceased. It was more probably a fired shell than one that had ricocheted.

Inspector Mathieson said he was of opinion that the shell had been dragged up by fishermen and by that means got on the Island, and was picked up ultimately by deceased. He did not think it would occur to fishermen to sell the shell as old iron.

His Worship said he did not think it possible to pursue the inquiry further. One or two of the witnesses had given evidence which proved conclusively that there had been no carelessness on the part of the Royal Artillery, whose stores were in good order when a special check of the receipt and expenditure of Hotchkiss shells was made lately. The shell must have got on the Island in some such way as two or three of the witnesses had suggested. The cause of death was the accidental explosion of a 6lb. Hotchkiss shell, as to the possession of which by the deceased there was no satisfactory evidence forthcoming.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The fiftieth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, on Saturday, the 23rd August, at noon, is as follows:—

To the Proprietors of the Hongkong & Shanghai Banking Corporation.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1890.

The net profits for that period, including $141,310.47, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to $1,249,943.81, of which after taking out remuneration to Directors, there remains for appropriation $1,239,943.81.

From this sum, the Directors recommend the payment of a dividend of one pound and ten shillings per share, which at 4/6 will absorb $100,000, and a bonus of one pound per share, which will absorb $266,665.67.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 3/4⅛, the rate of the day, amounts to $224,974.20.

They recommend transferring $200,000 to the credit of Reserve Fund, which with instalments of premium on New Shares, $682,127.20, will then stand at $5,482,127.20.

The balance, $148,302.94, to be carried to New Profit and Loss Account.

DIRECTORS.

Mr. B. Layton and Mr. W. G. Brodie have resigned. The Directors invited Mr. A. McConachie to join the Board, which appointment requires confirmation at this meeting.

AUDITORS.

The accounts have been audited by the Hon. Phineas Ryrie and Mr. Fullarton Henderson.

H. L. DALRYMPLE,
Chairman.

Hongkong, 7th August, 1890.

ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG & SHANGHAI BANKING CORPORATION.

30th June, 1890.

Liabilities.

Paid-up Capital ...		$ 7,500,000.00
Instalment received on account of 1st call on new shares	438,010.42	
Instalment received on account of 2nd, 3rd, and 4th call on new shares ...	230,052.08	
		$ 8,168,062.50
Reserve Fund.....	$ 4,600,000.00	
Instalments of premium received on new shares as above	682,127.20	
		5,282,127.20
Marine Insurance Account.....		250,000.00
Notes in circulation	$ 6,478,448.68	
Deposits	93,101,200.47	
		99,579,649.15
Bills Payable (including drafts on London bankers and short sight drawings on London office against bills receivable and bullion shipments)		19,778,786.43
Profit and Loss Account.....		1,249,943.81
		$134,308,569.09

Assets.

Cash, ...		$18,914,358.30
Investments, viz.:— £100,000, 2½ per cent. Consols. £150,000, 3 per cent. Indian Government Sterling Loan. The above lodged with the Bank of England as a Special London Reserve...	$1,425,000.00	
Rs. 5,000,000, Indian 4 per cent. Govt Loan	2,195,945.00	
		3,620,945.94
Bills Discounted, Loans and Credits, ...		63,880,323.06
Bills Receivable,.....		46,855,982.20
Bank Premises,.....		930,454.63
Dead Stock, ...		106,504.96
		$134,308,569.09

PROFIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION.

30th June, 1890.

Dr.

To Amounts Written off:— Remuneration to Directors.....$		10,000.00
To Dividend Account:— £1.10 per Share on 60,000 Shares= £90,000 @ 4/6,..$400,000.00		
Bonus of £1 per Share on 60,000 Shares=£60 000 @ 4/6.....	266,666.67	
		666,666.67
To Dividend Adjustment Account:— Difference in Exchange 4/6, the rate at which the Dividend and Bonus are declared, and 3/4⅛, the Current rate of the day.....		224,974.20
To Reserve Fund.....		200,000.00
To Balance carried forward to next half-year		148,302.94
		$ 1,249,943.81

Cr.

By Balance of Undivided Profits, 31st December, 1889.....$	141,310.47
By Amount of Net Profits for the Six Months ending 30th June, 1890, after deducting all Expenses and Interest paid and due	1,108,633.34
	$1,749,948.81

RESERVE FUND.

To balance on 30th June, 1890.....$	5,482,127.20
	$5,482,127.20
By Balance on 31st Dec., 1889 ...$	4,600,000.00
By Instalments of Premium received on New Shares	682,127.20
By Amount transferred from Profit and Loss Account	200,000.00
	$5,482,127.20

H. L. DALRYMPLE,
ST. C. MICHAELSEN,
T. E. DAVIES,
} Directors.

T. JACKSON,
Chief Manager.

A. W. MAITLAND,
Chief Accountant.

We have compared the above Statement with the Books, Vouchers and Securities at the Head Office, and with the Returns from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE,
F. HENDERSON,
} Auditors.

Hongkong, 7th August, 1890.

THE GRENADIER GUARDS' EMEUTE.

The unfortunate catastrophe that has overtaken the 2nd Battalion, Grenadier Guards, and which has not only procured it a sentence of banishment to the "uttermost ends of the earth" but has lost to it what will no doubt be felt much more keenly, namely, the favour of George, Ranger, the light of whose ruby and countenance will no more shine on it, might, if the authorities desired, be made to serve a good purpose in forming the *ratio d'être* of a searching inquiry into the whole question of the nature of the relations that exist between the officers of the Guards and the men they are supposed to command. Whoever is at all acquainted with the superficial nature of these, as compared with the comparatively close intimacy between officers and men necessarily characteristic of other branches of the Service, will have little difficulty in forming a fairly accurate opinion as to the causes that might, and probably have, led to this really regrettable and unparalleled occurrence. Of the many privileges enjoyed by the officers of the Brigade of Guards none is more detrimental to the true interests of the Service than that system under which a great majority of the officers of a Battalion may all be on leave at the same time, those nominally not on leave being required to appear in barracks as seldom as possible, and then only to rush up to the gate in a private hansom, attend a show parade and be "dry-nursed," through a few elementary movements, and hurry off in the hansom again, the whole affair being simply "a beastly nuisance, don't you know." This reprehensible and dishonest system effectually prevents the establishment of that degree of sympathy and goodwill on the one hand and confidence and respect on the other that must necessarily exist between officer and man if, as is enjoined by the regulations of the service, the latter is to regard the former as his natural protector from unjust, harsh, or unfeeling treatment. When a soldier conceives himself to be in any way aggrieved, and it may be incidentally remarked that the British warrior has a singularly keen scent for a "grievance"—in fact he is never happy until he gets one—he is directed to bring it to the notice of the captain of his company, but the guardsman knows how fruitless it would be even were he to nurse his wrath to keep it warm until that officer returned from a hunting expedition to the Rocky Mountains, an exploring tour to the Andes, a ride on a bison through Asia Major, or a tramp with an adventurer through Almost Darkest Africa in search of an eminent Bashaw. A man with the 'enlarged ideas' a traveller of this kind must necessarily have imbibed cannot be expected to wax profoundly enthusiastic in the redress of a grievance which consists in having been "put down for a new tunic, Sir, an' this 'ere on'y wore twice, Sir, jest for this 'ere small mark inside the elber as was done by my new sister's black kid gloves, Sir, the first time she wore 'em." No, it is not the captain nor any other of his company officers—who, as a rule, belong to about four different companies in as many weeks—but the Adjutant who is the injured guardsman's judge of appeal; and as that autocrat is nine times out of ten the "party" against whom he would complain, it will readily be understood that this unique 'privilege' is but seldom taken advantage of. Occasionally it will happen that the command of a battalion will fall into the hands of a strong-willed, self-reliant man who will himself exercise all the authority of his position, tolerate no interference or suggestions from his subordinates, consult no convenience or comfort other than his own, and insist upon a strict, undeviating observance of the regulations both in and out of season. If he is also experienced in dealing with men, and punishes justly, not arbitrarily, he will probably be both feared and respected by his men, but if he lacks experience he will certainly punish both unjustly and arbitrarily and will as certainly be both feared and hated. That something of this sort existed in the Grenadier Guards seems not altogether improbable, as the men appear to have awarded their commanding officer in particular an enthusiastic if not precisely a respectful reception, but had there been a reliable and experienced staff of non-commissioned officers in the Battalion matters would have never gone the length of an open mutiny of an entire Regiment. It is, however, notorious that the non-commissioned officers of the Grenadier Guards, from no fault of theirs, are much inferior in these most important qualifications to their comrades in the other two Regiments of Guards, and quite unqualified to temper with discretion and moderation the vigorous, unreasoning discipline of a tyrannical or inexperienced superior.

Should the commanding officer, however, be a weak, vacillating, inexperienced man, taking little or no interest in his duties, or in the welfare and comfort of the men under him, the real functions of command will in all probability devolve upon the Adjutant, who may in turn be dependent for guidance upon the serjeant-major, or upon an ex-serjeant major in the Quarter-master, while if the serjeant-major's wife, or the Quarter-master's lady, be a good-looking, intelligent, and energetic person she will have the lot under her thumb, when the Battalion would be conducted on a Happy Family sort of basis highly conducive to the comfort and contentment of all ranks, which would be assured so long as a certain three-quarters of a pound of meat—with bone—developed into a substantial joint ere reaching its destination, and that at the weekly issues of fuel a certain lady received a Benjamin's share thereof.

Some years ago one of the battalions of a certain Regiment of Foot Guards possessed in its Adjutant an exceptionally smart and efficient officer, excellently well qualified for the post he held. But without at all intending it, or thinking that he was so, he was a military martinet, a petty tyrant of a most exasperating kind. A hopeless enthusiast in his profession, his restless, fidgetty, inquisitive nature was continually entangling him in the meshes of some new and totally impossible system of drill he wished to bring out. Day after day every available man would be wanted for drill at hours they had always been permitted to regard as their own if off duty. All the time-honoured institutions peculiar to the Battalion were subjected to a peddling, meddlesome investigation by this energetic officer, and revised and improved so much that they entirely disappeared. Any privileges the men had previously enjoyed were in like manner *improved* so much as to be transformed into sources of continual annoyance and mortification. The internal arrangements of the barrack rooms in particular received special attention, weeks being spent in experiments directed to the discovery of the best method of arranging the spare articles of clothing on the shelves provided for that purpose. These experiments resulted in partial, if not complete, failure, however, as their author appeared to be unable to decide what effect it would have in a European crisis if a part of biennial trousers were placed on top of a pair of annual trousers, or *vice versa*; or if the efficiency of the British Army would be more effectually secured by placing last year's tunic over this year's, or this year's tunic over last year's. Then having succeeded in partially settling, say, the latter point, he would be horrified and disgusted to find in the very next room he entered two men with only one tunic each. Any arrangement whatever in such a case as this would involve a want of symmetry and uniformity in appearance that could not, in the interests of the Service, and the safety of the Empire be tolerated for a moment. But how to meet the difficulty! Certainly all the men with only one tunic each might be collected in rooms by themselves, or, only that the regulations prohibited it, a second tunic might be issued pending their becoming entitled to it, or, only that the House Guards people would be sure to raise some stupid objections to such a course, they might be discharged the service for the good of the system. The tremendous difficulties bristling round these points were only equalled by the obstacles he encountered in carrying out a series of experiments with the prisoners and others daily being brought before him for a multitude of reasons

more or less reasonable. Given, an equal number of men to "tell off" on two successive days his observations would show that when he began with the victim on the extreme right of the line he could dispose of precisely twenty-five cases in seventy five seconds, while if he tackled the miscreant on the extreme left of the line he will get no farther for the next ten minutes in consequence of his having to listen to an impetuous apology for a few hours' absence in which Battersea Path, his aunt's friend's sister, the Canterbury Music Hall, and an engine-driving friend of his become so hopelessly mixed with each other that the bewildered officer is glad to compromise matters by remanding the case for the commanding officer, who will probably call in to Barracks about the dinner-hour if he has nothing else on hand requiring his attention. Much the same indefinite results follow when the names are called alphabetically one day and in the order they appear in the "Charge report" the next; some criminal with a painful want of appreciation of the value of time, and system, is always sure to "Thank you for leave to spin, Sir," which is the antique formula in which leave to explain matters is requested in this Battalion, another equally curious phrase being that in which a man who is ten minutes late for parade is described as being "ten minutes crowded!"

In many other ways this really clever officer's mis-applied and superabundant zeal proved a very whip of scorpions in the multitudes of irritating trifles he laid down for observance, and, although no real act of injustice or cruelty was ever perpetrated, there is no knowing how long—or short—such a constant strain on the temper of a semi-discontented body of men so difficult to manage as a regiment of soldiers would have continued ere it culminated in some more or less serious act of insubordination. In the case in point, however, the adjutant was fortunate enough to receive a staff appointment, the battalion sincerely congratulating itself on the selection. It may have been only a coincidence without point or value, but it may, nevertheless, be remarked that just about this time the commanding officer took occasion on parade one day to animadvert severely upon the despicable baseness and vulgarity of people who would write anonymous letters to General Officers Commanding, not only exaggerating the zeal and energy of an excellent officer on the staff of the Battalion but totally ignoring the officer in command of it. He concluded by appealing to the men to sign their names to all anonymous letters they wrote and send them to him, assuring them at the same time both of redress of their grievance if it existed, and immunity from punishment for making the complaint whether it was justified or not, which immunity is secured to the men by even higher authority than the Officer Commanding a regiment, powerful for good or ill though he be.

THE FLOODS IN NORTH CHINA.

The following account of the floods at Tientsin we take from the *Chinese Times*:—The cessation of the rain during the greater part of Sunday fed the delusive hope that we might escape the threatening deluge, but when it was resumed with redoubled force early on Monday morning, the 21st, the situation soon became desperate. The whole of the French Settlement was then found under water, Consulate and Naval Secretariat included. The buildings of the French Syndicate were scarcely accessible, and rafts were navigated about the streets. As for the jerry buildings which ornament the French bund their occupants were shut in between two floods, the one that threatened them below and the one that made cascades through their roofs and ceilings. So rapidly did the waters rise that no general precautions had been taken, and the excitement was excessive during Monday and Tuesday, every one seeming to do what was best to protect his own property, regardless of consequences to the contrary. Whether in making extempore embankments or in cutting through existing ones, *sauve qui peut* was the only principle which could be followed. The first specific disaster was the breach, or overflow, or cutting of the right bank of the Peiho at the Korean Consulate, which occurred on Monday, and sent an immense volume of water into the lowlands which skirt the eastern suburb of Tientsin. The salt heaps on the opposite side of the river were threatened, the lower portion of their contents being actually reached by the water before anything effective could be done to protect them. Some years ago the country was deliberately put under water in order to save these same salt heaps, and the like policy would have been followed in the present case if the impetuous stream had not got ahead of the slow cerebration of the Salt Commissioner. The whole area on the left bank enclosed by the mud wall of Sankolinsin was flooded on Monday, and the large population which has grown up there within the last few years were washed out of their houses. The area is bisected by the railway embankment. Imagining, quite truly, that this embankment and mud wall dammed the body of water to their detriment, the people, with the tacit sanction of the authorities, cut through both, and allowed the rapidly rising water to burst into the open country, where it wastes everything it encounters and where it will remain probably for years. A second breach had been formed on the right bank, whether by nature or man's hand, near to Messrs. Maclay & Co.'s premises, whence the water found a tempting outlet into the plain through the hollow space which adjoins the Viceroy's and the London Mission Hospitals. These easements, with the numerous breaches made in the higher reaches, in the Huenho, Yuenho and Peiho seemed to take so much pressure off the Tientsin Reach as to reduce the level of the river between Monday and Saturday by seven inches, and portions of the French Settlement has appeared above the water. But the fate of the low grounds at the back of the British Settlement and City was sealed by their low level, for at the two breaches at Machiakew (which have since been closed) there was a drop of several feet from the river bank to the adjoining land. The receiving area was so extensive, however, that no visible impression was made in the level of the water in the plain during Tuesday, and from all that was known then it appeared that if these outlets had been stopped, as they might easily have been, the plain might have been saved, at any rate that portion of it which is within the Western arc of the mud wall of Sankolinsin. It is true that from an overflow at the Everlasting Bend, two miles by road and about three by river below Tientsin the water was pouring into the country between the canal which skirts the race course and Sankolinsin's wall, and on Tuesday it was beginning to break over the Municipal road leading to the race course. Whether from these various sources sufficient water would come into cover the inner plain in rear of the settlement was a subject of anxious speculation on Tuesday. It was all a question of the levels, about which people generally had no very clear ideas. Conjecture was set at rest however by the advent of a new factor which was signalised on Wednesday morning. The water had been visibly rising in the ditches of the inner plain, when the report came in of a break in the bank of the Grand Canal to the westward of Tientsin about 17 *li*, at a place called Tassochihk'ou.

The break was variously reported at 400 and 1,400 feet in length, and the level was said to be 3 feet above the plain into which the water was flowing. This immense body of water made itself rapidly felt, and it was a wonderful sight to see the steady but stealthy rise of the vast glittering mass. Not a breath of wind rippled the surface, and to see the mud villages, grave mounds, with here and there a group of ponies on the higher spots surprised at grass and stolidly swishing the flies from their flanks with their long tails, unconscious of the rising danger, —to see these all placidly mirrored in the silent water it required an effort to realise the irresistible force of this remorseless element. By midday the water had covered all the roads in the inner plain, except the Cemetery Road, but the Taku Road remained dry until Thursday morning, when its sanctity was also invaded. During the whole of Thursday the water rose steadily over the lower portions of the Taku Road, Messrs. Mackenzie & Co.'s premises were completely surrounded, and from the Meadows Road to the Kuanglung Road it washed the back walls of Messrs. Cordes & Co., Dr. Irwin, and Messrs. Platkoff & Co.'s premises.

As the water threatened the Taku Road the only practical measure of defence which was organised was a dam hurriedly run up from the corner of the compound wall of the Japanese Consulate across the Taku Road, and carried outside Mr. Tenny's house, the Flour Mill, and Mrs. Moore's dairy, to the archway of the mud wall over the race course Road. This clever piece of extempore engineering was probably due to the sharpened instincts of the Jesuit missionaries, who own an immense amount of house property within the protected area, and whose recently erected houses on the French Concession had been mercilessly flooded the day before. In thus defending their own property the good Fathers also protected a vast number of Chinese tenements, and also much foreign owned land, godowns, and houses which are included in the section, the Taku Road gateway being high enough to keep out the water on the side. The inner plain was rapidly filled from the outer plain entirely through the openings at the Haikuanssū, which could easily have been blocked, but no thought was given to this until the flood was pouring in like a mill-race, when chairs and peacock's feathers and red tasselled cavaliers began to career along the wall in a stage of aimless disarray.

Another excellent piece of work was the prompt protection of the Gas Works, when the Cemetery Road was threatened. Improvised embankments were thrown up just in time, for before they were completed the side of the Gas Works was only approachable by wading through 2 feet of water. Now it is believed the measures taken will insure our regular supply of gas, the deprivation of which would have been severely felt, and the Directors of the Company deserve credit for their promptitude.

The Cemetery itself is unfortunately covered, as it was in 1871.

Like an island in the sea stands the Po Wen Shau Yuen, the new College on the river bank, its immunity being due partly to the height of its foundation, and partly to the substantial embankment thrown up round it. It is wonderful indeed how effective these simple contrivances are, for on the opposite side of the river the Military School, which was so easily inundated by the last floods, has been kept perfectly dry by the good earth-work which was thrown up round it after that valuable experience.

The progress of the flood on the north, or east, or left bank of the river has been even more disastrous than on the right bank. The extensive plain between the French Marsh and the river was flooded from several sources, and others from a huge gap cut in the outer wall close to the railway bridge; through this for two days the waters rushed with all the features of a rapid—the roar being heard at a considerable distance. Cutting the creek stream at right angles the combined floods seethed under the railway bridge and rapidly rose to the level of the military road which runs from the city to the Arsenal and Camps. This, although 6ft. above the level of the plain, is into a wash, and should the slightest breeze arise will inevitably be totally destroyed, as the waves attain considerable size and force, having so long a "fetch," in a northerly or north-westerly blow.

The quadrangular plain which contains the Camps and brick kilns had complete exemption from water till Thursday; and would have had it still but for the supineness of the Chinese authorities and the incompetence of the gangers; on Thursday a wet mud wall (no dry material being then obtainable), three feet high and three feet broad, was thrown up to keep back the waters threatening the plain from the moat—this proved ridiculously inadequate, and on Thursday, at three a.m., the pent up floods broke through.

So far they have been kept from evading the Arsenal itself, but how long this great centre of labour will have exemption is uncertain. The Camps, the Arsenal, and the Railway are now the only land visible on the left bank.

The water has been practically stationary since Thursday night, neither rising nor falling. The river level varies a few inches, but on the average is 2 feet 6 inches above the water on the plain. The Grand Canal level is of course the same as that of the Peiho into which it falls, and as it still pours its waters on the plain the fact that the rise of the latter has been arrested seems to show that the water is finding an equivalent outlet somewhere. Reports came yesterday from Paitangkou, where steamers now discharge, that the water had begun to pour from the plain into the river.

The water is up to the City walls but it cannot get through; the gates on the south and west sides are closed and dammed up. The Viceroy's Yamên, situated on the father side of the Grand Canal is, however, under water.

According to the recollection of "the oldest inhabitant," and from certain marks on stones and walls, the height of the present flood is about a foot less than the great flood of 1871, and as the Taku Road as well as the roads within the British Settlement have been considerably raised, since then by repeated layers of macadam, the inconvenience to foreign residents is not nearly so great now as on the former occasion.

THE CHARGE OF MANSLAUGHTER AGAINST A SOLDIER.

Alexander Leslie, private of the Argyll and Sutherland Highlanders, charged with causing the death of a punkah coolie at Wellington Barrack on the 31st ultimo, was brought before Mr. Wodehouse at the Police Court this afternoon (8th inst.), on remand. The Court was again densely crowded with soldiers.

John Leonard, a member of the Army Medical Staff Corps, said:—I am stationed at Wellington Barracks. I remember the night of the 31st July. I was going to bed when I heard an unusual noise at the other end of the verandah near the urinal which is situated there, facing the harbour. I went out and observed the prisoner going to the urinal. I went on and saw the coolie who pulls the punkah. I saw there was something the matter with the deceased, and in reply to my question he made me understand that some man had kicked him. During the time I was speaking to the deceased, the prisoner returned and said "What is the matter, Joe?" He then attempted to strike the deceased with his fist, and was prevented by the sentry on duty. He then went back to his room, and I went down to the ground floor and reported it to the orderly on duty. The prisoner was drunk; he was staggering. No one but deceased and myself were on the verandah at the time. Afterwards the sentry appeared. I cannot swear who he was. I observed that the prisoner's feet were covered either with boots or shoes. There was another coolie, the one pulling the punkah, on the verandah in addition to the deceased. When I saw the prisoner he had walked about ten yards in the direction of the latrine. I was able to recognise the prisoner as I know him, and further it was a bright moonlight night. I won't swear to the sentry as I did not take any particular notice of him. I have seen the last witness and think that is the sentry in question.

Cross-examined:—I am quite sure that when I first saw the prisoner I was at the second window on the north side of verandah, and he was going into the latrine. I recognised the prisoner clearly as he was going into the latrine. I'm certain that there was plenty of light on the verandah. The fact that prisoner is charged with having kicked the deceased does not operate on my mind to cause me to say that he had boots on. When I came to the corner I don't remember whether I heard any noise or not. At the time I got up to the deceased he was groaning. I don't speak Chinese, but the deceased said something that made me understand he had been kicked. He said "kick me" or something like that. I don't know positively. I am not prepared to swear that before the affair of the 31st ultimo I knew the prisoner's name was Leslie. I found it out by seeing him taken to the charge room, and the assault entered against his name. I am not a Highlander, but have seen the prisoner on several occasions. I know nothing of his falling over any verandah at the barracks. I came to Hongkong in February last.

To his Worship:—I swear that the words which the deceased said to me were "makee kick," or something very much like it. I am sure the deceased said this to me as soon as I came up to him on the verandah that night. The noise I heard was like a man in pain, and it was like cry that caused me to come out on the verandah to see what was the matter. When I left to go down to the orderly to report the occurrence the deceased was in the same position as when I found him. He did not tell me who struck him. I have no idea why the prisoner wanted to strike the deceased.

James Hutchison, recalled, said:—The last witness was on the verandah when I came there on the night in question.

Cross-examined—I remember saying that the deceased was on his knees when the orderly came up, and that is true. I was about ten seconds in view of the deceased. I at once took Leslie away. Some of the men about there said that Leslie had been interfering with the punkah coolie. The prisoner had a shirt and pants on, but when he was in the guard-room he was without boots. I am not sure whether he had boots on when I arrested him or not. I know that when we took the prisoner out he had to put on his boots. When we mounted guard at half-past six that night we all took off our boots. The practice on board the *Meanee* is for the guards to take off their boots so as not to disturb the patients. The prisoner has walked in his sleep twice to my knowledge; on one occasion he fell over the side of a verandah and was sent to hospital. When the guard came to take him he was asleep on his bed and had to put on his boots in order to accompany them. When he was wanted I had to look for his boots.

At this point his Worship adjourned the case.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Fielding Clarke, Acting Chief Justice).

August 7th, 1890.

CLAIM FOR INSURANCE MONEY.

Joaquin Gomes, landlord of the Globe Tavern, claimed $6,539, the amount due under a policy of insurance issued by the Hongkong Fire Insurance Company.—Mr. Francis, Q.C. (instructed by Mr. Wilkinson) appeared for the plaintiff, and Mr. Robinson (instructed by Mr. Wotton) defended.

Mr. Francis, in opening the case, read the pleadings and, continuing, said that the premises occupied by the plaintiff, 6 and 8 Lyndhurst Terrace, were insured in May 1887 for $6,000, and in November the amount was increased to $10,000. On the 25th January last a fire occurred, and the greater portion of the stock was destroyed by fire and water, what little there was saved being sold for some $200 or $300. Most of the books and papers were saved, and a claim, made up from them, was sent in to the defendant Company. The first items were—stock, as shewn at the stock-taking last August, and shipping charges. The market value of the stock was not claimed, as it might have been, but simply the original cost, as would be shewn from the invoices. That amounted to $3,621, and the subsequent additions to the stock were set down at $2,937. The furniture and fittings were valued at $532, or, altogether, $7,723. Of course there had also been sales, and as 60 per cent—the usual profit—was deducted, they came to about $1,183, fifteen per cent being set down as cash transactions. That left the total $6,539. The claim was disputed by the Company, who in the first place denied that goods to that value were in the store at the time of the fire, and in the second alleged that Gomes had taken advantage of the fire to put in an excessive and deliberately fraudulent claim. If they proved that allegation, of course, the plaintiff would lose, but the contrary would be shewn.

His lordship thought that a jury should have been called in the case.

John Gomes was then called. He said—My father set me up in business in the drapery line, at Nos. 6 and 8, Lyndhurst Terrace in 1886. My father took no part in the management of the business beyond providing the capital. In May 1887 I insured the stock with the Hongkong Fire Insurance Company, for $6,000. In Nov. following I insured it for a further sum of $4,000, $500 being on furniture and personal effects On the 25th January last a fire occurred, and the greater portion of the premises were destroyed by fire and water. The Insurance Company took charge of what was salved. Afterwards my father sent in a claim under the two polices. I prepared it from the books. The first item was the stock, as made out in August last, $3,168. The shipping charges I estimated at $436. The furniture, fittings, etc., of the store were valued, at $527. I deducted 60 per cent. because I make that amount of profit on the invoice cost of goods. The smallest profit in retailing would be about 50 per cent. In our store we sell chiefly on credit. My whole claim of $6,539 is a fair claim at invoice prices.

In cross-examination witness said:—The fire took place on the 25th of last January. I was the last person to leave the house. The alarm of fire was given about midnight. I went to the Union Club with Mr. Moore, the barber, that night. I said to him that I wanted to get my books out of the shop, and he told me that I could not get them out. I had a good deal of money in the house at the time of the fire which was taken out of the cash box, as I suppose, during the fire. I don't know what profit my firm made in 1889. There was a profit that year of about 60 per cent. I did not mention it to my father. I cannot show how the Profit and Loss account was made out in 1889 because it was made out by my brother, who went to Japan in September. The balance sheet for 1889 is lost. I keep some books myself. They are the Sundry Debtor book, the Day book and the Cash book. The books for 1889 were written up to the end of August. I don't know how my brother made up the balance sheet for 1889. I personally know nothing about the way my books were kept. The cash book which I kept is missing. If a thief broke in and in addition to stealing the cash took also the cash book, I don't know what good such book would be to him. On the 31st August 1889 the stock in hand was valued at $3,255. Mr. Roberts and I made out the stock sheet at that date. I knew the value of the stock, Roberts didn't. When I said at the magistracy that "I was not taking stock" I did not speak the truth, for I was really assisting in the making up of the stock account. The invoices of the 1889 stock were produced by me at the magisterial inquiry. I can't remember what rate of interest I paid on various loans I obtained of several Sikhs. I'm not prepared to swear that I did not say at the Magisterial inquiry that I paid 2½ per cent. on certain loans. I can't remember the matter as it is so long ago.

Cross-examination continued:—I usually paid my debts by cheque on the bank. After my brother left for Japan there was a change in the manner of conducting the business. The books were no longer kept, and I ceased to draw cheques. In December 1889 my balance was $40.90. After August 1889 I drew four cheques on the bank aggregating $154 for goods, and nothing more. The Paying-in book shows an entry of $125 on the 6th June 1889 which does not appear in the bank pass-book. The entry in the said Paying-in book is in my brother's hand-writing. That entry in the Paying-in book was declared by the bank to be a forgery. It was not initialed by the bank's clerk. I presume there were other forged entries in the Paying-in book. I don't know whether they are forgeries—I presume so. I took no action against the bank in respect to the alleged forgeries. Entries corresponding with the forgeries in the Paying-in book were made in the cash book under the belief that they were perfectly valid.

Mr. Francis:—This is a most extraordinary defence—dragging in all sorts of unpleasant historical details.

Mr. Robinson:—Yes, doubtless very unpleasant.

Cross-examination continued:—I never actually paid in any money to my father. The order book is lost. I ordered the goods on speculation to some extent. They have arrived and been sold since the fire; there were about $3,000 worth. I have stopped other consignments. I sold what arrived to Mahomed Arab, who opened the shop next door. I collected $1,165 book debts, last November and December. I am claiming full value for my goods without making deductions for depreciation.

Re-examined by Mr. Francis witness said:—I kept the Day book, which I posted up from the rough Day book kept by Roberts. The ledger was posted by me, from the Day book, up to the 1st of January 1890. I recovered my books and invoices from the *debris* in company with Inspector Perry. My father can neither read nor write. My brother ran away from this colony. I did not know that he intended to leave at the time he disappeared. As far as my father and self are concerned we lost about $600 by my brother's departure, which he had made away with. After November the ledger is not posted up, so, as the cash book is not in existence, I should not be in a position to press claims against debtors who chose to deny liability. Roberts left Hongkong subsequent to the fire, but I don't know exactly when he took his departure. I can't form an idea as to what amount was due to me at the time of the fire. The loss of my cash book prevents an accurate statement upon the subject.

By Mr. Robinson:—I cannot form a proper idea of the amount.

Re-examination continued:—Some accounts sent in since the fire have not been paid by sundry debtors on the ground that they had been paid prior to the fire. I have claimed for all articles that I distinctly remember.

His lordship—Had you not better settle this case now? Perhaps it might not be worth the while of the insurance company to go on with the case. So far there has been no case made out.

Mr. Robinson—I am sure that my clients will give full consideration to your lordship's suggestion.

At this juncture his lordship adjourned the hearing until half-past ten to-morrow morning.

August 8th.

The case of *Gomes* v. *The Hongkong Fire Insurance Company*, in which plaintiff claimed $6,539, was resumed this morning.—Mr. Francis, Q.C. (instructed by Mr. Wilkinson) appeared for the plaintiff, and Mr. E. Robinson (instructed by Mr. Wotton) defended.

Mr. J. Grant Smith, commission agent, said—I know Gomes junior, the son of the plaintiff. Last year, when he was in business in Lyndhurst Terrace he got some goods from England through me. In October consignments came by the *Telemachus* and *Kaiser-i-Hind*.

Mr. Alessandro Amadore Eçi da Silva said—I have been in the millinery and drapery business in Hongkong for four and a half years. The average profit was 70 to 75 per cent—sometimes 150, and even 300 per cent on some things.

Cross-examined—I had also five years' experience in Foochow. The business was profitable when I closed it.

That closed the case for the plaintiff.

Mr. Robinson, on behalf of the plaintiff, said that there were two issues—first whether the claim was fraudulent, and secondly whether proof had been shewn that the plaintiff had suffered to the extent alleged. The policies under which the claim was made contained a provision to the effect that if there was any wilful mis-statement on the part of the insurer in support of his claim, it should be annulled. The case had been contested in the interests of the public and fire insurance companies generally, as, after a due examination of the books, the Company came to the conclusion that the damage had been grossly exaggerated. Assuming that the cost of the stock, as set down by the plaintiff, was correct, there had been no allowance for depreciation.

Mr. Robert Hurley, accountant, said—I have had twelve years' experience as an accountant in the East. I have examined the books kept by the plaintiff, to ascertain the value of the stock at the time of the fire. I found that it amounted to $2,165.98. I compiled my estimate from the private ledger. From my experience I should say that for stock of the description claimed for, 25 to 50 per cent should be allowed after being in the shop two or three years. Bonnets, for instances would depreciate about one-fifth if the fashion changed, or, in dress material, if stripes "came in" spots would depreciate.

His lordship inquired if they wouldn't sell in Macao.

Mr. Francis thought so—Macao fashions were always a few years behind Hongkong.

Witness said that he had seen $25 bonnets sold for 75 cents, on account of the alteration of the fashion. He would strike $600 off the amount claimed by the plaintiff, for depreciation.

Cross-examined—To prove its correctness the total value of stock must be traced to entries in other books. The entry in the book produced cannot be accepted as correct. The figures in the stock book were only put in this year and represent supposed value. I say supposed because there are no other books wherewith to check the entries.

Re-examination witness said:—I have had considerable experience as a book-keeper. It is quite possible that an unscrupulous man could have made up his stock in August in such a way as to cover discrepancies in view of a fire and the subsequent magisterial inquiry.

The plaintiff was then called. He said—My son told me at the beginning of this year that business was improving, and he wanted to extend the business. I told him to get it outside, and he went to Mr. McBean. I did not go. My other son ran away about that time, taking about $250.

Mr. Robinson, in closing the case for the defence, submitted that the issues he had set out at the beginning had been proved. There was a fire—the origin unexplained—the plaintiff's son the last to leave—and his solicitors claimed that the loss was at least $10,000. Yet it was clearly within plaintiff's recollection that the value was under $6,000. That was a mis-statement, to begin with. The next point was that shortly before the fire plaintiff's son was borrowing money at heavy rates of interest. In the third place the books were not posted up to date, which justified the suspicion of fraud. Considering the extremely small streamlet of trade which trickled through the shop, what motive could there be in not keeping up the accounts except to cause an *imbroglio* when the books came to be examined? Just after the fire there were several bills to meet, and, failing to borrow the money, Gomes junior had had to seek another mode of raising it. Under such circumstances the Company preferred to leave a Court to decide the validity or otherwise of the claim, believing that at any rate a deduction of 20 per cent. should be ordered.

Mr. Francis did not think a reply necessary.

His lordship, in giving judgment, said that the issues were—first, whether it was a fraudulent claim? and secondly—was it an exaggerated one? If it was a fraud it was about as wicked a one as could be imagined, for it was suggested that the plaintiff concocted it long before the fire, with a view to acting as he did—that the stock-taking was bogus, and only done with a view to committing a crime. That did not seem probable to him—it had evidently been taken on the date alleged, and the length of time elapsing between then and the fire made it still less probable, especially in view of the fact that in that interval large consignments were ordered, and in most cases received and paid for. The case, as virtually presented, was that the old stock was sold, new goods obtained, set on fire, and—only their cost value claimed. He was satisfied of the genuineness of the stock-taking, seeing nothing in it to point to fraud. In view of that it was unnecessary to examine the rest of the books. He therefore found for the plaintiff on the first issue. On the second—the amount of indemnity—if he had anything tangible to go by he would allow something for depreciation, for it was self-evident that much of the stock must have deteriorated, but as the plaintiff had not been cross-examined on the point there was nothing to indicate the proportion those goods bore to the stock. The shipping charges, according to the plaintiff, had not been added to the cost price, and must be allowed; and with respect to the other details the plaintiff's statement was not controverted, and they must pass, except an item of $50 for books, and $222 for five dozen shawls. Judgment would therefore be given for $5,586, with costs.

IN BANKRUPTCY.

(Before Mr. Fielding Clarke, Acting Chief Justice.)

August 11th.

A BENEVOLENT BANKRUPT.

Mr. Wilkinson applied, on behalf of Ibrahim Cassumbhoy, for the adjudication of his client as a bankrupt. He said that the grounds of the petition were that Cassumbhoy was unable to keep his engagements with his creditors. The schedule which he had filed shewed that the liabilities amounted to $9,845, and the assets to $3,667, besides furniture which he valued at $1,600, clothing worth $50, and some goods seized in execution, $68.50.

His lordship—Isn't the furniture sold, on the the hire system?

Mr. Wilkinson—No, it is to be returned.

His lordship—It seems a very bad case; these poor Sikhs, I am afraid, have lent money—

Mr. Wilkinson—He has been trusted for a great many years, and I believe his creditors are willing to trust him. My client is a most open-hearted and open-handed man—

His lordship—Never mind that—I'll adjudicate him. What about protection?

The Deputy Registrar thought that it should be afforded—a good many of the petitioner's debts were good, and he would probably pay 50 per cent.

His lordship—A great many of the debts are for money borrowed from Sikhs.

Mr. Wilkinson—I am informed that this is nearly all interest.

The first meeting was fixed for the 28th inst.

Re J. F. WEBBER.

John Minhinnett and W. E. Van Eps petitioned for the adjudication as bankrupt of J. F. Webber, formerly a solicitor in the Colony.—Mr. Mossop was present on behalf of the execution creditor.

Mr. Van Eps said that Mr. Webber was indebted to him to the extent of $271, and his adjudication was desired, his goods having been sold, and he having gone to Australia. Witness was engaged by him as clerk, at a salary of $125 and quarters. He claimed his wages from the 3rd May to the 16th June, and a month's pay in lieu of notice.

Mr. Minhinnett said that Webber owed him $1,000 on a promissory note. He had applied for payment, but Webber told him to wait a month or two.

His lordship granted the order.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Puisne Judge).

A SHADY DEFENCE.

Chan Chek Shan, a resident in Canton, sued Leung Ayon for $800.—Mr. Reece appeared for the plaintiff, and Mr. Wilkinson defended.

The evidence for the plaintiff shewed that in June last year the plaintiff's father met the defendant at a dinner here, and it was ultimately arranged that the defendant should superintend the re-building of four houses in Inland Lot 452, which belonged to the plaintiff. A power of attorney was given to defendant, and as the work went on $3,300 were forwarded. It was ultimately found that the contractor only received $2,500, but defendant refused to return the rest, saying that he would keep it for his trouble.

Defendant admitted the receipt of the money, but explained that two of the houses fell down whilst being erected, and he had a great deal of trouble with the contractor. In addition to that he had spent a considerable amount in salaries for watchmen, and had been put to expense in going frequently to Canton, at $9 a trip. In proof he put in a number of chits signed by him on the steamboats, but his lordship would not receive them. He also produced a letter which he alleged that the plaintiff had written, saying that as he (Ayon) had been put to so much trouble he was to keep $600. This letter was repudiated by the plaintiff.

His lordship discredited the letter, and gave judgment for $590.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

August 12th.

APPLICATION FOR HABEAS CORPUS.

Mr. Phillippo (instructed by Mr. Rodyk) applied for a writ of *habeas corpus* in respect to Leung Ki, whose extradition on charges of murder, burglary, and kidnapping in Chinese territory had been ordered by the Magistrate. The grounds of the application were that the warrant on which the prisoner was arrested, in July last, stated that the offences were committed on the 17th March, whereas the witnesses stated that they occurred on the 17th May. The affidavit of the prisoner, which Mr. Phillippo read, set out that he was innocent of the charge, never having been out of this Colony for the last twelve years.

The Acting Chief Justice—We don't like refusing these applications, but we don't see the slightest ground for this—it seems a most frivolous one.

Mr. Phillippo urged that the Magistrate had exceeded his powers in allowing the warrant to be amended, and that Chief Justice Russell and Mr. Justice Leach had granted a writ in the case of Leung Po on similar grounds.

Their lordships ultimately granted the application, making the writ returnable for Thursday.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Puisne Judge.)

CLAIM AGAINST THE STEAM LAUNCH COMPANY.

Lau Tai, owner of sampan 2,118, claimed $966.52 as compensation for damages caused by collision with the *Patience*, belonging to the Steam Launch Company, Limited.—Mr. Robinson (instructed by Mr. Wilkinson) appeared for the plaintiff, and Mr. Francis, Q.C., with Mr. Phillippo (instructed by Mr. Rodyk) defended.

Mr. Robinson read the pleadings in the case, which set out that on the 22nd April last, about 11.45 p.m., the plaintiff's boat was anchored about 140 feet from Douglas Lapraik's buoy, when the *Patience*, whilst approaching Peddar's Wharf, suddenly swerved, and struck the boat amidships, capsizing her, and throwing the occupants into the water, with the result that a youth seventeen years old was drowned. The launch proceeded on her way, without stopping to render assistance. The defendant Company, in their answer, alleged that the sampan was fastened to another boat at a greater distance than 140 feet from the Praya, and denied that the *Patience* diverged from her course at all, or that the crew did not render assistance, as, on the contrary, several of them jumped overboard and rescued the occupants of the boat.—Mr. Robinson added that the plaintiff's pleadings had been drawn up by Mr. Webber, and it was desirable to alter them by setting down the distance of the boat from the shore at 140 yards, instead of feet, and admitting that the people on the launch did all in their power after the collision. The boat was anchored opposite the P. and O. offices, and had a light up, the occupants being asleep. There was no moon, but the night was clear, and the tide was running to the westward. The theory of the plaintiff was that the launch, whilst coming to the Wharf, for some reason swerved, through the steersman making a mistake, or being asleep, perhaps.

The plaintiff was then called. He said that he had been employed by Douglas Lapraik and Co. for the last twenty years, and was well acquainted with the harbor regulations. At the time of the collision the boat was anchored in the usual place, and witness and his wife and family were asleep. When the boat was capsized they were all thrown into the water, and the eldest boy drowned. He lost $101 in notes and silver, besides some clothing and jewellery. The cost of repairing the boat would be $15, and it cost $15 to recover the body.

Cross-examined—My wife and five children were in the boat with me. They were all our children—none of them bought. Three of them slept on the deck, and two below. I kept them money and jewellery in a tin box under a plank. I had counted it that night, to see how much we had to celebrate my son's approaching marriage. Shortly after the collision I claimed $200 from the Company.

Re-examined—My son could earn his food and $3 or $4 a month.

The plaintiff's wife and a woman who was in the next boat corroborated.

P. C. Coates said—I was on boat duty near Peddar's Wharf on the night in question. I saw a lot of sampans anchored to the west of Douglas Wharf, all, apparently, having lights. It was a clear night. Nearly an hour afterwards I found that one of the boats had been capsized, and was being baled out.

Cross-examined—The anchor was still down, and the children on board the launch. The sampan was in the fairway from Tsim-tsa-tsoi to Peddar's Wharf; he took particular notice of that.

P.C. Craig gave similar evidence. He added that, owing to the strong current at the spot, the launch would have to keep well to the westward of Peddar's Wharf.

Cross-examined—He found the capsized sampan almost in a straight line between the Wharf and Tsim-tsa-tsoi—right in the fairway. He saw the boat next day—there were no timbers broken. Shortly after the accident he saw a woman in the water-logged boat, pulling clothing out of the stern.

The evidence of a quartermaster on the *Foklan* was read. It was to the effect that the *Patience* had deviated from her ordinary course when the collision occurred.

That closed the case for the plaintiff.

Mr. Francis said that the defence was practically "contributory negligence." There was no doubt that the accident occurred, but as the boat was in the fairway, without a light, she was entirely to blame. The crew of the launch were on the look-out, and as soon as the boat was sighted the engines were reversed, so that the collision was only very slight. As to the damages claimed, the defence denied that any money or property was lost. With respect to the drowning of the youth, Chinese life was not held so very valuable here, and $100 would be ample compensation.

His lordship—That has not been the case lately on shooting excursions, (laughter).

Mr. Francis then put in the evidence of Mr. W. S. Allan, third officer of the *Nizam*, who stated that he came over in the *Patience* on the night of the collision. He heard the look-out shout out, and the engines were reversed. A sampan was then struck. She had no light. The crew rendered every assistance.

E. Howard, belonging to the *Gwalior*, gave similar evidence.

Chan Loi, steersman on the *Patience*, said that on the 22nd April he was at the wheel. On the trip in question he stopped the engineer when approaching the wharf, and passed within eighty yards from the Douglas buoy. He then heard the look-out call out to him to go to the

left, as there was a sampan in front. He did so, and grazed the boat, capsizing it.

August 13th.

Fan Ayee, a seaman on the *Patience*, said that he was on the look-out on the night of the collision. The launch was going at half-speed when nearing Peddar's Wharf, and suddenly witness saw a sampan in the way, with no light up. He called out to the steersman to go to the east. The night was foggy. If he had not shouted the launch would have run into some passage boats to which the sampan was fastened.

That concluded the evidence for the defence.

Mr. Francis, in closing the case for the Company, pointed out that the plaintiff and his witnesses had unanimously alleged that the sampan was to the west of the Douglas buoy, and, that having been disproved, the case fell to the ground. The question for his lordship to decide was whether the crew of the *Patience*, by their negligence, caused the loss of life and property alleged, or whether it was a consequence of the plaintiff's negligence which put it out of the power of the defendants to avoid the collision. His contention was that the latter was the case—that the defendant anchored in the fairway, the light went out, and the boat was hidden in the shadow of the passage boats. In the event of any sum being awarded Mr. Francis asked that it should be reduced to a minimum.

Mr. Robinson, in reply, urged that since the plaintiff had had twenty years' experience as a boatman he knew the rules of the harbor, and was unlikely to anchor in the fairway. The collision occurred because the crew of the *Patience*, seeing that they had European passengers, determined not to make any exertion to avoid the sampan. The measure of compensation, he submitted, should include at least the seven years' earning of the deceased, and the value of the property lost.

His lordship, in giving judgment, said that the claim was made up of $750 for the loss of the plaintiff's son, and $216 for the loss of property, damage to the boat, etc.

Mr. Robinson here seized the opportunity, whilst his lordship was drawing his breath, to continue his defence to the extent of about half a column, after which.

His lordship continued that, as he was about to say, the defence set up was contributory negligence on two counts—first that the sampan was in the fairway, and secondly that she carried no light. Mr. Francis had stated the law correctly when he admitted that, even if both allegations were correct, the crew of the launch were bound to exercise ordinary skill and care, or the Company would be liable. With respect to the first point, the evidence of the plaintiff and his witnesses was that the sampan was anchored to the north-west of the Douglas buoy. He discredited the evidence of the quartermaster of the *Fokien* on the point. On the other hand witnesses for the defence had stated that the boat was to the east of the buoy. The only reliable evidence was that of the police, who, arriving after the collision, found the boat about a hundred yards in front of the Wharf. The plaintiff's counsel had endeavored to show that she had drifted there after the collision, but his lordship failed to see how that was possible, being of opinion that she was practically on the fairway to the wharf. With regard to the evidence as to the light, the plaintiff asserted that there was one, whereas the evidence for the defence was of a negative character—the witnesses only said that they did not see any, which was possible, even if there had been one. His lordship thought that the look-out suddenly sighted the row of cargo-boats in front of the sampan, and that he and the steersman were too occupied in getting out of their way to observe the sampan. Even if they did, there was not sufficient care taken in getting to the wharf. Under those circumstances the defence of contributory negligence failed. With respect to the question of damage, he must first disallow the charges for finding and burying the body, but as regarded the claim of $101 for money, which the plaintiff said were the savings of twenty years, and were to go to buy the deceased youth a wife, there was some doubt. But the letter sent by the plaintiff to the Company next day, in which he claimed $200 for the loss of his son, and said nothing of the loss of the money, made it appear like an after-thought, and it would be disallowed. For the jewellery and clothing $25 would be allowed as ample cover. As regarded the claim for the loss of the son, the measure of damages was the loss of his services. In the letter they were set down at $200, and, apart from that, the fact that he was going to be married and would, presumably, start on his own account, had to be considered. Taking plaintiff's own valuation, however, $200 would be allowed, or, altogether, $225, and costs.

CLAIM AGAINST A POLICEMAN.

Lo Kum Po, claimed $500 damages from P. C. Miller, No. 72, for assault, illegal arrest, and malicious imprisonment,—Mr. Wilkinson appeared for the plaintiff, and Mr. Mossop defended.

Mr. Wilkinson said that the plaintiff was a Christian, and a teacher in the Christian school for Chinese.

His lordship—Isn't this a case for a jury?

Mr. Wilkinson said that he was willing to follow any direction by his lordship.

His lordship left it to the parties.

Mr. Wilkinson continued that on the 11th July an information having been laid that there was illicit opium in the plaintiff's house, the defendant, with several Excise officers, went to the premises. Following the rule with police officers in this colony, defendant walked straight in, without producing the warrant, and plaintiff stopped him and asked what he wanted. Defendant showed him the outside of the warrant, and slapped his face with it. Plaintiff still insisted on seeing the warrant, and was again struck by the defendant, who then went up to the cock-loft. Plaintiff, resenting this high-handed treatment, followed, protesting, and the constable then arrested and charged him with obstruction. At the Magistracy, as would be shewn by the depositions, defendant swore that he arrested the plaintiff because he put his head out of a window and called to the people outside to raise a riot. It would be shewn that plaintiff did nothing of the kind—that he only looked out of a window and cried out "Tah! Tah!" meaning that he was being beaten. In view of those circumstances the amount claimed was extremely reasonable.

Plaintiff was then called. He said—I am a Government school-teacher, and live at 26 Square Street, with my brother and family. I remember the defendant coming to my house with some other men last month. They went to the cock-loft, and I asked him, in Chinese, what was the matter. He did not reply, but slapped me in the face. Then I heard my nephew say they were looking for opium, and I asked the defendant to shew me the warrant. He did not shew it to me, but pushed me backwards. I said "Why do you beat me," and he slapped me on the face again. They all searched for the opium then, and when my nephew asked him why he didn't shew the warrant, he slapped his face two or three times also. We then retreated to the verandah, where defendant pushed my wife against a wall, and then into the cook-house, although she was near her confinement. Then the defendant arrested me, and an excise officer read the warrant to me. He said that even the Governor's house or the Hongkong and Shanghai Bank could be searched, so that I needn't "cheep." I said I would sue them, and they pushed me downstairs, and defendant took me to the Central Station defendant holding my queue. At the Station he charged me with calling out "Beat him; kill him," and took me to the cell, striking me on the way. I was locked up a little more than half-an-hour, and then Dr. Chalmers bailed me out. I was discharged by the Magistrate next day, after paying a solicitor $50 to defend me. As a resident here of a dozen years standing, and a teacher with a thousand scholars, I have suffered in reputation through this.

Cross-examined—When I was charged at the Police Station I complained that he beat me. I took out a summons against the defendant afterwards, but did not attend, although it was adjourned to enable me to do so. The morning after the assault I took my wife to the Police Station. She was wrapped in flannel. The Sergeant sent us to Hospital, where the doctor examined us. He told me to put my wife to bed.

Mr. Mossop read a certificate from Dr. Atkinson stating that he had examined the woman, and found nothing the matter with her.

Witness continued—I did not call out "Tah!" at all, or obstruct the defendant.

Ho Cheuk, the plaintiff's nephew, corroborated.

The case was afterwards adjourned until to-morrow.

LOCAL AND GENERAL.

THE comprador of a well-know local firm who are large operators on Bombay yarn, opium, etc., has disappeared, and so have $40,000 which this worthy Celestial collected on behalf of his employers. Of course the old story—rash speculation. The missing gentleman is secured for $30,000.

SATURDAY'S *China Mail* contains some more "Glimpses of Canton" from the pen of the irrepressible globe-trotter who signs himself "Epsilon." He winds up by stating that he had "neither been stoned, nor hooted, nor pelted with rotten eggs, nor called a foreign devil." A wonderful escape truly. And yet it seems a pity he did not meet with any of those exciting experiences. If he had been smashed up with decayed hen fruit the 'one reader' of the *China Mail* would have been spared an infliction.

MRS. WETTIN might with advantage read the following extract from a Bangkok contemporary:—Since our last, His Majesty the King has again been out alone, driving to all parts of the city and suburbs. On Sunday afternoon he was seen on Windmill Road, seated in a carriage like any other ordinary gentleman, and several persons out walking in that neighbourhood failed to recognise the Sovereign till after he had passed. A rumour among the Siamese has it that the King, accompanied by only one follower, was seen walking down the New Road yesterday afternoon.

THE rumour that Buddhism is finding plenty of proselytes in the French navy out in the East finds confirmation in a paragraph from a native paper at Yokohama, which says that three French sailors from a French man-of-war, which put into Takamatsu recently, visited the chief temple of the place. Removing their boots they went in and worshipped the idol of Buddha, and their behaviour was most reverent. They further worshipped at all the other images in the temple, casting a two-cent piece into the box before each god as an offering. On leaving each gave the priest five cents.

AN experiment, attended with curious results, was tried the other day at the central disinfection office in Nagasaki-ken, according to a Japan contemporary. A number of cholera bacilli, from patients, were taken and developed on beef tea which increased their size considerably. About 2 p.m. on the 20th six white rats were operated upon, two being caused to eat some of the bacilli, while in the other four cases the germs were injected. About 7 in the evening two of the latter showed signs of lassitude, they became unable to walk, and expired the following morning, but the whole of the remaining four are said to be perfectly well.

A CORRESPONDENT writes from Peking to our Tientsin contemporary:—The condition of our streets continues too horrible for description, the very best of our foreign-built houses have not proved adequate to the pluvial strains put upon their roofs. The rainfall is variously estimated, but the most trustworthy measurements appear to show 30 inches for the month of July, more than an ordinary year's supply. Communication with Tientsin, though still imperfect, is resumed. The American Minister and other travellers were seven days on the road. The navigation of the Peiho is now practicable, only care has to be taken to avoid the temporary rapids made by the numerous breaches. At the Temples much damage has been done, and both discomfort and danger have been encountered by many who sought peace in the Western Hills.

A RUMOUR reaches us from Misaki, says a Yokohama paper, that the deep sea photographic project with which is associated the names of Professors Burton, West and Milne has met with a serious reverse. A terrific explosion is said to have occurred, two persons have been more or less seriously injured, and the apparatus which took many months to construct, is now at the bottom of the Pacific. From what we hear this apparatus consisted of an ordinary camera enclosed in a cast-iron box sufficiently strong to withstand from 600 to 1,000 lbs. pressure to the square inch. When the stand attached to this touched bottom, by an ingenious contrivance the cap was removed from the lens and the contents of two bottles were caused to mix—this mixing resulting in an explosion, giving the light necessary for the production of a photograph. From what we can gather, by some means or other the mixing must have taken place earlier than the operators expected.

THE following tea statistics are published under the direction of the Hankow General Chamber of Commerce, under date 4th inst. Business reported since the 23rd ult. is as under:—

	1890.	1889.
Settlements	2,750 ½-Chests.	8,140 ½-Chests.
Shipments to Shanghai on Native account	1,800 "	23,500 "

The following are statistics at date compared with the corresponding circulas of last season, viz., 6th August:—

HANKOW TEA.	1890.	1889.
Settlements	405,600 ½-Chests.	547,730 ½-Chests.
Shipments to Shanghai on Native account	20,100 "	52,310 "
Stock	80,000 "	229,000 "
	1890.	1889.
KIUKIANG TEA.		
Settlements	327,900 ½-Chests.	306,810 ½-Chests.
Shipments to Shanghai on Native account	12,400 "	47,490 "
Stock, nominal	6,500 "	"
Arrivals	316,800 "	251,720 "

The entire business to date as compared with the corresponding circular last year is as under:—

	1890.	1889.
For London & America	278,300 ½-Chests.	464,490 ½-Chests.
" Russia	342,600 "	484,479 "
	621,900	832,969 "

WE hear that fresh appointments have been made on the *Mongkut* in view of her new sphere of usefulness in the Canadian-Pacific Company's service, viz:—Messrs. Edwards and Curtis (late of the *Arratoon Apcar*) who have become her chief and second officers respectively.

THE over-crowded ranks of the noble army of lawyers here received another accession on the 11th inst. The recruited was Mr. Harold Catmur Brushfield, late of the Middle Temple—a young gentleman with a piercing eye and a slight limp. He was introduced to the Acting Chief Justice by Mr. Ackroyd, the Acting Attorney-General, who read an affidavit by Mr. Brushfield to the effect that he was the same H. C. Brushfield as the one mentioned on the certificate produced, and had been "called" last year. Mr. Ackroyd further read an affidavit by Mr. C. E. Bowles, deposing that he had heard from a Mr. Price, of London, that Mr. Brushfield was contemplating exile here. Armed with these arguments, Mr. Ackroyd moved the honorable Court to give Mr. Brushfield leave to break spears with all and sundry, including even the Rajah of Batambangan. To which his lordship acceded with a smile, wishing the new barrister a long and successful career.

THUS a writer in the Singapore *Free Press*:—There will be general pleasure felt in the ranks of rifle shots at the success at Bisley of that fine old shot Sergt. Bates of the 1st Warwick who won the Queen's Prize at the N.R.A. meeting of 1890. Bates has been no fewer than six times in the final stage for the Queen's Prize, and only R. McVittie (1st Dumfries, now of Canada) and Mathew Caldwell, 1st V. B. Arg. and Suth., have exceeded that number of times in the final stage, without ever winning the coveted honour, although both have been second. McVittie has been 8 times, and Caldwell 7 times in the "Queen's Sixty," or, now, "Queen's Hundred." Quarter Master Cortis of the 2nd Sussex has also been in six times in the final without winning the Queen's, although in 1872, and again in 1876, he won the Silver Medal for the top score in the first stage. It is curious to note that out of the 31 times the Queen's Prize has been shot for the winner has only been that one time in the final, on 14 of these occasions. The writer may be pardoned the personal reference when he mentions that he had the pleasure of shooting for India against Sergt. (then Corporal) Bates in the Kolapore Cup competition of 1885, and now desires to add his individual congratulations to Sergt. Bates on his victory.

THE STOWAWAYS ON THE "TAIYUAN."

At the Police Court on the 9th inst., before Mr. Robinson, the case of the Chinese stowaways on board the China Navigation Co.'s steamer *Taiyuan*, which was remanded on Tuesday, was again heard. Mr. Hastings appeared for the prosecution, and Mr. Rodyk attended on behalf of Lo Akit, the No. 1 "boy" on board the vessel.

Mr. Hastings, in opening the case, stated that the first defendant, Lo Akit, was head "boy" on board the steamer, which runs between here and Australia, four other defendants were "boys" on the same steamer, the sixth was Charles Betts, second steward, and the seventh was the master of a boarding-house in this Colony. They were charged with conspiring together to secrete passengers on board the steamer, and so secreting eight Chinese without the master's knowledge, and thereby defrauding the Company of their passage money. By the Australian Chinese Restriction Act of 1880 a poll-tax of £100 was imposed on every Chinaman going into that Colony, and masters of ships were liable to a fine of £500, and the ship to forfeiture, where a proper report of the number of Chinese passengers was not rendered to the authorities in Australian ports. It appeared that the first defendant had arranged with certain Chinese hongs to secrete Chinese passengers on board the steamer, and he arranged with the second steward, a European, to assist him, for which he was paid. The stowaways were taken on board and hidden in the rice room, which opened off the boys' room. The ship was carefully searched before leaving here on the 12th June, by the Captain, but the stowaways were not found, which was due to the second steward being sent to search the after portion of the ship. On arrival at Moreton Bay and Watson's Bay the ship was searched by the Customs authorities, and no stowaways found, but on arrival at Sydney they were discovered, locked in the refrigerator. The Captain was charged under the Chinese Restriction Act, and it was with difficulty that he convinced the authorities that the men had been secreted on board without his knowledge, the matter being still under consideration by the Australian authorities. The Steamship Company had not only lost the passage money of the men from Hongkong to Sydney, but it was a very serious matter, as the steamer's reputation was at stake. The prosecution would withdraw the charge against Lo Akit and examine him in the witness box.

His Worship:—But he has pleaded guilty, and is one of the principal conspirators. Have you no other witnesses?

Mr. Hastings:—No, unfortunately we are not able to get other evidence just now.

His Worship:—Very well, if you think it wise to withdraw the charge against Lo Akit I don't object.

Mr. Rodyk:—I understand the charge against Lo Akit is withdrawn unconditionally?

His Worship:—Yes, tell the first defendant he is held not guilty, the prosecution withdraws the charge against him unconditionally.

Lo Akit left the Court and was then recalled, and placed in the "box" as a witness for the prosecution. He said he was head "boy" of the *Taiyuan*, and remembered when she was sailing for Australia on the 12th of last June. He remembered some Chinese being brought on board and stowed away, but did not know their names. He was told by the second steward to take certain men from the shore to the ship. He was to go to Wong Acheung's place at the Po Cheung shop to get them. Acheung brought five men on board the *Taiyuan* in consequence of what witness told him, and accompanied them. Altogether $140 were paid for each passenger. Witness did not keep all the money himself. He gave $360 to Betts. The brother of the master of the Po Cheung shop was there. Betts told him to get a passenger for Sydney. It was clearly understood that the passenger would be stowed away. The agreement was to the effect that he should get a passenger and pay $140. Betts stated that he would find space on board to put him in and that when on the ship the boarding-house keeper would have to hand the passenger over to him (Betts), and he would see him landed at Sydney. The "runner" paid Betts $100 and brought the passenger on board. The seventh defendant took the passenger down to the "boys'" room and then put him into the rice store. Betts was not in the boys' room, and never met the seventh defendant, the master of the Po Cheung shop. The rice-room opened off the "boys'" room. It was impossible to get out of the rice-room without passing through the "boy's" room. The rice room was never left open; Betts kept the key of it. Witness paid, in all, $360 to him—that was when the vessel was under way, bound to Australia. Betts gave him a receipt for the money, which he produced to the company's clerk in Sydney. When the passengers were landed witness was to make up $100 for each, and that, altogether, would make $800 paid to Betts. When the steamer was searched at Moreton's Bay Betts took the passengers out of the rice-room and stowed them below in the refrigerator. It was done at midnight. Witness was in the boys' room and as they had to pass through that room witness saw them. All his *fokis* in the room were asleep. Only he, himself, knew of the removal of the passengers. The stowaways were kept in the refrigerators for fully 28 hours. As soon as the vessel left Brisbane Betts took them out of the refrigerator and put them back in the rice room. The change was again made at night when witness's *fokis* were asleep. Before getting into Sydney the stowaways were again put into the refrigerator, at Watson's Bay the Sydney Customs station. Betts kept the key of the refrigerator.

The seventh defendant (the master of the Po Cheung shop) denied that he paid the prisoner Betts any money at all.

Lo Akit, cross-examined by Betts, said—I did not go into your room and ask you, while in Hongkong, to take passengers on board for Sydney. I paid you $40, and said that the balance would be paid you in Sydney. I never got the key of the rice-room, nor had I a skeleton key. This was my second voyage—how could I have a skeleton key? None of us had a skeleton key. You guaranteed that the stowaways would get on shore in Sydney.

Montagu Beart, shipping clerk to Messrs. Butterfield and Swire, said that when the *Taiyuan* returned here he went on board, on the morning of the 2nd instant. He there got certain information and made a report to the Police, in consequence of which eight stowaways were arrested. About 5 o'clock in the evening of the same day he took Betts to Messrs. Butterfield & Swire's office. A document drawn up by Mr. Herbert Smith was there signed by Betts in his presence. The document contained the gist of a statement made by Betts in witness's presence. He made the statement of his own free will.

Mr. Hastings then put in the document in question, which his Worship thought it unnecessary to have read to the Court.

By his Worship:—I am quite able to say that the men given in charge were the stowaways fined $50 each in this Court a few days ago. I don't know where they are now, for they all paid their fines and have gone away.

Mr. Hastings—At this point I will ask your Worship to remand the case so that some of the stowaways may be found and brought up to give evidence.

His Worship:—Yes, it would be much better if they were brought up. I remand the case until noon on Thursday the 14th instant. I discharge the first, second, and fourth defendants, ("boys,") as there does not appear to be sufficient evidence against them.

The seventh defendant, the master of the Po Cheung shop, then stated that he thought it would be well if his Worship would have the box of the first defendant examined, as thereby evidence would be obtained which would throw considerable light on the whole affair. It would further tend towards the administration of strict justice, and to all present appearances the case was likely to result in a miscarriage of that justice which had ever been the pride of Britain, and the object of jealousy of other nations.

His Worship ordered that it should be done, and fixed bail at $500 for each of the three prisoners retained in custody.

FIRE AT BLACKHEAD'S GODOWNS.

Last night (12th instant), at a quarter to six, a report was received at the Central Fire Station that fire had broken out at Messrs. F. Blackhead & Co.'s coal godowns at Kowloon Point. The floating engine was quickly under way in charge of Assistant Engineer Campbell and a number of the fire-brigade, who were soon hard at work pumping volumes of water over a huge 1,000 ton pile of coals which were smouldering ominously inside the godowns, and threatening to burst out in flames at any moment. The first discovery of fire was made by a coolie who observed that smoke was issuing from the roof of the Company's large corrugated iron godown, and that the iron (southern) side of the building was completely red-hot at a point about 12 feet above the ground. He at once ran to the Tsim-tsa-tsoi police station and informed the officer on duty, who in his turn wired over to Hongkong.

Our representative visited the scene of the fire this morning and ascertained that upwards of a thousand tons of Japan coal had been destroyed. Scores of coolies were at work carrying the coal from the godown out into the yard hard by. No flames were actually emitted from the pile, it appearing to have merely smouldered gradually for some time past, owing probably to the coal being stowed in the godown in a damp condition. This is, of course, merely a supposition and mentioned as a possible theory of the origin of fire. The damage done, including cost of removal of the coal, must be considerable, but the godown itself is uninjured. Had this fire occurred in a building similar to the one which was destroyed by fire some three years ago the damage would doubtless have been far more extensive, for whereas in this case the iron wall of the godown merely became red-hot it would, as on the former occasion, have been enveloped in the fiery element long ere assistance could have reached the spot. The fire was got under by noon to-day, but the engines were kept at work all day pumping water over the smouldering heaps of coal.

The China Fire Insurance is principally interested, and Mr. Coughtrie, the Secretary of that Company, went over and inspected the godowns and contents this morning. The Royal Insurance Company, Messrs. Melchers & Co. agents, who are interested parties to the extent of $5,000, also went over to inspect the place. The exact extent of the damage cannot be stated until the report, now being drawn up, is submitted to the offices interested.

STOPPAGE OF THE TIENTSIN RAILWAY.

A tremendous anti-railway excitement has been got up at Lutai, which has led to the destruction of a large amount of property, and seriously compromised the safety of foreigners employed on the line. It was alleged by the people that the railway embankment was damming back the flood water on the north of the Pehtang, to their detriment. There was no real foundation for this as there was at the time a temporary difference of level of only 15 inches between the one side of the railway and the other, while the only property which was in jeopardy and could be protected was some mud huts in which certain camp-followers, who are not on the muster roll, are housed. There were in the immediate neighbourhood ample facilities for the passage of the water, two flood openings in the railway embankment, of 120 feet each, and one bridge of 30 feet, to say nothing of the Hanku bridge over the Pehtang, 718ft. wide. Had there been anything to be done to mitigate the effect of the flood or to save life or property, the railway engineers were ready to do it in a scientific manner with the minimum damage to the line and the maximum benefit to the people. Notwithstanding this the mob, assisted if not led by the soldiery at Lutai, made an organised attack on the 30ft. bridge, which they attempted to destroy, but of course entirely failed to make any impression on so solid a structure. They next, on Tuesday last, took forcible possession of the embankment, and spite the remonstrances of the foreign employées of the railway, they cut it through. It was explained to them that their ostensible object would not be served by this act, and the water-level at Lutai, 3 *li* distant, was actually not lowered by it one inch. But there is reason to suppose the flood was made partly a pretext for, and out-break of, enmity to the railway which the commanders of the troops at Lutai were not ill pleased to see gratified. Slight as was the difference of head, the water of course soon made havoc with the soft material of which the embankment is constructed, and the railway line has been consequently destroyed for several miles. Subsequent to the above upwards of 40 cuttings were made for no purpose but wanton destruction, for the water was level on both sides, and the seven miles of railway between Lutai and Hanku have thus been practically destroyed without rhyme or reason.

Various attempts had been made for several days previously to wreck the trains by placing obstacles on the rails, the object being apparently to gain possession of the embankment, the only dry ground in the country, on which some thousands of men, women, children, and cattle are now encamped.

That the General in command at Lutai either instigated or connived at these proceedings of the troops seems to admit of no doubt whatever; and a rather serious feature in the case is the voluntary or involuntary supineness of the Viceroy, who when appealed to for help to save the railway property maintained, like Chungkow in 1870, an attitude of strict reserve, thus repeating on a more important scale the history of the destruction of the Peiho bridge one year ago.

Many things were of course stolen, and the lives of the railway employées were threatened. The whole district seems for the time abandoned to anarchy or military misrule, and the general notion that the high authorities are strong enough to control the troops, if not the peasantry, has received an unexpected shock.

The Tongshan Colliery is of course stopped, and 3,000 men thereby thrown out of work. Nothing can be done to repair damages till the water subsides, and the loss to the railway in the meantime cannot be less than Tls. 15,000 per month, while the cost of repairs may be put down at the least at Tls. 50 000. As for the Mining Company their loss will be enormous, unless means can be speedily found for shipping their coal from Lutai.

The gaps made are as follows:—Ten gaps between Hanku and the first bridge towards Lutai from 6ft. to 18ft. in width; between the bridge and the second flood opening there are twenty-two gaps of from 6ft. to 15ft. Near the camp bridge three openings one of 75ft., and one of over 200ft., and a number of smaller ones. Between the camp bridge and Lutai there is one opening a quarter of a mile in length, the upper stones of the masonry thrown down, and the woodwork cut. At the bridge beyond Hanku, two square stones from the top and all the planking are gone.—*Chinese Times.*

THE CHUNGKING COMMERCIAL CONVENTION.

The following translation is from the *Hu Pao* of August 5th:—

Whereas in the first clause of the 3rd section of the Chefoo Convention of 1876, it was stipulated that "the British Government shall be free to send officers to reside at Chungking, to watch the conditions of British trade in Szechuan; British merchants shall not be allowed to reside at Chungking or to open establishments or warehouses there, so long as no steamers have access to the port. When steamers have succeeded in ascending the river so far, further arrangements can be taken into consideration."

And whereas, owing to divergencies of views, it has not yet been found possible to make satisfactory arrangements, now therefore the Chinese and British Governments, being desirous of taking measures to settle this question in a spirit of mutual friendliness, have framed the following supplementary regulations.

I.—Chungking is opened as a Treaty Port on the same footing as other Treaty Ports. British merchants conveying merchandise from Ichang to Chungking to back, shall either hire Chinese-built boats for that purpose, or employ boats provided by themselves and built in Chinese style, as they may prefer.

II.—Cargo conveyed in such boats from Ichang to Chungking, or *vice versâ*, is on the same footing as cargo conveyed in steamer between Shanghai and Ichang, and will be dealt with according to Treaty, Customs regulations, and general regulations for trade on the Yangtze River.

III.—With regard to the flags, distinctive marks, and manifests of such vessels, and to the transhipment of cargo intended for destinations higher up the river than Ichang as well as with regard to the general rules to be observed by traders between Ichang and Chungking, the Superintendent of Customs at Ichang, the present Chen-tung Taotai resident at Chungking, and, the Commissioners of Customs will consult together and frame regulations most conducive to the security and benefit of all, subject to such modifications similarly agreed upon, in the future, as experience shall prove to be desirable.

IV.—All Chinese or Chinese-built craft hired under this Convention shall, in accordance with the general regulations for trade on the Yangtze, pay *ch'uan-liao* at Ichang and Chungking. Boats entitled to fly the British flag shall, according to Treaty, pay tonnage dues. All boats, whether Chinese craft hired by British subjects, or boats of Chinese pattern provided by them for their own use, conveying cargo to and for between Ichang and Chungking, must receive a Customs certificate and flag. Chinese-built boats even if entitled to fly the British flag must conform to this rule, failing which no boat of either class may participate in the benefits of this Convention. Boats of either class provided with the proper Customs flag and papers may trade at Chungking and Ichang, all such vessels and cargoes being governed by Treaty and general Yangtze regulations.

All other vessels will be controlled by the Native Customs exclusively.

Customs Certificates and flags are not to be transferred to other vessels from those to which they are originally issued, and Chinese-owned boats are forbidden to make improper use of the British flag. For breaches of these Customs Regulations, the first offence is punishable according to the system of penalties already provided by Treaty for the breach of Customs Regulations at other open ports, and a second offence is punishable by the withdrawal of the customs certificate and flag and the revocation of the privileges accorded of trading between Ichang and Chungking.

V.—As soon as Chinese steamers shall convey cargo to Chungking and back, British steamers may proceed to Chungking on the same footing.

VI.—The present supplementary Regulations are to be regarded as equally binding with the Chefoo Convention, and may hereafter be incorporated with that instrument. They will require to be ratified by the Governments of both countries, and will come in force in six months after the exchange at Peking of the copies of the Convention, provided that within that time the ratification has been effected. Should ratification not be effected within six months after the exchange of the signed copies of this Convention, its regulations come in force from such subsequent date as the ratification may bear.

VII.—The present Covention has been made at Peking in six copies, namely, three in the English language and three in Chinese.

TONGSHAN NOTES

Probably few mines are more satisfactorily worked than these at Tongshan. It has been reported that the coal supply is giving out, but the continued out-put of about 600 tons per diem indicates sufficient resources at present. The farthest point to which any seam has been followed, is about one mile from the shaft, while the aggregate of seams mined will run well up into hundreds of miles. Much of the inferior coal is sold to the Chinese for local consumption, who come with all sorts of conveyances, and take it in varying quantities, at a low price. The surface mining which was carried on so extensively several years ago has, apparently ceased. The coke pits cast a lurid glare over the night air, and are suggestive of other things than coke. A large amount of good coke is produced from dust and fine coal, much of which would otherwise be wasted, or be profitless.

The machine shops of the Railway Co. are being transferred from Su-ko-chwang to Tongshan, which will give an increased importance to this place in connection with future developments of the country in the north. It is said also that cement works are soon to be erected here, and that the Government has contracted to take some 40,000 tons of cement annually for a term of years for use on the Yellow River and other public works. This is one point at which foreign methods appear to have secured an established footing, and to be approving themselves to the intelligent Chinese. All well-wishers of China must rejoice at their success.—*Chinese Times.*

TIENTSIN.

(FROM OUR OWN CORRESPONDENT).

31st July, 1890.

Since last writing, the water has continued to fall slowly, and is somewhat lower outside than inside the rampart. With the gates re-opened, we within shall be relieved about as rapidly as the outer plain is relieved. Another break in the Grand Canal, 40 or 50 *li* to the south, was reported yesterday, and refugees from that section of country were coming into the city. It is also reported that the water has found an outlet to the sea to the south of Taku. If this is so—and the rapid lowering of the water yesterday, three or four inches, looks that way—it means more speedy relief for the flooded territory than in '71, when the only outflow was by a return to the river at a distance below Tientsin. There is a vast body of water north and west of the city, which will prevent the river from falling to its normal condition for a long time. Some of this water flows through the break in the Canal on to the plain to the south of us, while apparently some of it crosses the river (Peiho) to the eastern plain. Indeed this plain seems to be in a worse condition than that to the south, inasmuch as there are eighteen breaches on that side between this and Tungchow, and only six on this side. The railroad embankment also forms an obstruction to its egress. It was reported yesterday that the railroad had been cut by the people in force between Tongku and Tongshan. The soldiers were unable to prevent them—"Shoot us if you will, we can but die in any case," the people said. The food supply of the people is almost entirely destroyed over more than 1,000 square miles of territory. The Chinese officials and benevolent societies are supplying all immediate wants. The refugees are accommodated temporarily in mat huts on the wall. It is to be hoped that many of them will be able to return to their homes, and that in some way funds will be provided for them to repair and rebuild their houses before the winter is upon them.

On Monday a well-attended meeting of the foreign community was held, at which the situation was fully discussed. A committee should collect funds, perhaps purchase a cargo of grain while it is cheap, and in other ways prepare for doing what it can in the winter, when the distress will be vastly greater than it is now. Such is also the advice that comes to us from reliable and influential Chinese sources.—*N. C. Daily News.*

PEKING.

(FROM OUR OWN CORRESPONDENT.)

21st July, 1890.

Following the excessive heat heavy rains have fallen. On July 15th the rainfall was about one-half of the annual average. For nearly two weeks rain has fallen daily, far exceeding anything known since the seventh year of T'ung Chih. Hitherto, in view of several fires in the palace, the Emperor has been called the fire-dragon; now, doubtless his name will be changed to the water-dragon. At the hills two of the houses occupied by the Methodists have been rendered uninhabitable. A like fate met the Presbyterians.

Four young men from the Legations were lately bathing in a mountain stream, when a sudden rise of waters carried away their clothes and they were shut off by the flood from returning to their temple. Hence they were obliged to send the night, cold and dreary, in a state of natural simplicity, protected from the wind by a huge boulder. They reached home about six o'clock the next morning, greatly exhausted, one of them being assisted by a Chinaman. All the temples leak badly, some have fallen in, or out, and many are unsafe. Most of the country people are roofless. Hundreds of houses and walls are in ruins. The plain is a sheet of water. In Peking, in many places the streets are impassable, the water being on a level with the highest part of the streets, making it an easy matter for travellers (as your correspondent knows from experience) to step into the water-covered openings of the sewers, which is not a pleasant episode, even when on horseback.

At Tungchow, a torrent of water descended from the mountains during the night, and swept away the larger portion of the east suburb, drowning several people. Three of the five gates of the city are impassable.

The death of Dr. F. E. McBride, is a sad loss to the foreign community in Kalgan. He had just returned from Tatung Fu in northern Shansi, whither he had gone at the call of a China Inland missionary, when his worn body yielded easily to his disease, malignant typhus fever. The Russian merchants, who had often received his kind assistance, expressed their appreciation by a wreath of white flowers.—*N. C. Daily News.*

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CHINKIANG.

(FROM OUR OWN CORRESPONDENT.)

7th August, 1890.

The press of China, native and foreign, daily given accounts of the dreadful floods now prevailing in parts of China. Kiangnan is is suffering from drought. Throughout this section of the country hundreds of acres of growing rice, as soon as the pond supplies of water are exhausted, will be parched, unless a timely rainfall relieve the distress. A few more days of dry weather will entail a vast amount of suffering during the coming winter. The Magistrate of Chinkiang has forbidden the slaughter of animals, in the hopes of obtaining rain, but so far with little success. The writer has often suggested to the Chinese the probability of a more desirable issue to their petitions if, instead of forbidding the butcher, they would prohibit the keepers of opium hells; the increase in number of these death traps in the past few years has been appalling! It seems that the poorer the people become by successive droughts the more opium they require to satisfy the abnormal craving.

At the South gate the Chinese have been in a state of trepidation for several days. A beast called by natives *k'eu-t'eu-hu* has for two years endeavoured to devour children. Last year a boy was dragged away from home and severely bitten, but was saved by the Chinese lighting fires and thus frightening the beast away. On Sunday the writer was requested to go and see a child 10 years old who had been seriously injured by the tiger. He had been attacked in daylight whilst cutting grass. Early on Monday morning, in company with Dr. Edgar Woods, I started for the place. Upon arriving we found the patient lying on a bed, terribly lacerated. The tiger had crunched his head and bitten him viciously in several parts of the body. Now is the chance for some enterprising sportsman to distinguish himself. The people say the brute is gray in colour, has a large tail, is not afraid of dogs and is as big as a cow!—*N. C. Daily News.*

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR,
Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq.	S.C.MICHAELSEN, Esq.
W. H. FORBES, Esq.	Hon. A. P. McEWEN.
H. HOPPIUS, Esq.	L. POESNECKER, Esq.
Hon. J. J. KESWICK.	D. R. SASSOON, Esq.
A. McCONACHIE, Esq.	

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [9

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY,
ESTABLISHED 1825.

INVESTED FUNDS£7 000,000 Stg.
ANNUAL INCOME.....£ 900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:
R. F. WAINEWRIGHT, Esq.
AUGUSTUS WHITE, Esq.
F. H. BELL, Esq.
NEIL MacLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Cornabe & Co.
Foochow—Messrs. Phipps, Phipps & Co.
Henkow—W. F. Sharp, Esq.
Kobe—Messrs Browne & Co.
Nagasaki—China & Japan Trading Co., Ld.
Newchwang—Messrs. Bandinel & Co.
Ningpo—Messrs. Kulizau & Co.
Peking—Dr. Dudgeon, Medical Officer.
Swatow—Messrs. Bradley & Co.
Tientsin—Messrs. Wilson & Co.
Yokohama—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

ADAMSON, BELL & Co.,
Agents, Hongkong,
982—5 Standard Life Office.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [56

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [217

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq.	LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.	

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 12th December, 1888. [1091

Intimations.

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1880. [54

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
No. 2, Duddell Street,
(Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [542

SOCIETE FRANCAISE DES HOUILLERES DE TOURANE.

SHAREHOLDERS are hereby informed that the SECOND CALL of $31.25 per Share will be payable on or before the 15th August, 1890, at the Hongkong and Shanghai Banking Corporation.

By Orders of the Directors,
L. SUIDTER,
Secretary.
Haiphong, 12th June, 1890. [919

For Sale.

FOR SALE.

HAUENSTEIN'S FAMILY HOTEL, with BILLIARD-ROOMS and BOWLING ALLEY.

This popular Hotel is admirably situated on the island of Koolangsoo.

For further particulars, apply to
N. MOALLE.
Amoy, 4th August, 1890. [1146

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, IRROY'S CHAMPAGNE, CLARET, HOCK, BRANDIES, WHISKIES MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS. OILS and VARNISH, BICYCLES and TRICYCLES SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS. BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.
Bank Buildings.
Hongkong, 21st November, 1889 11

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand
L. MALLORY.
Hongkong 24th June, 1881 955

FOR SALE

THE useful and commodious Steam Launch "E L K,"

Length over all 36 feet.
Breadth " 7 "
Depth " 5 "
Speed 8 knots an hour.

This Launch has just undergone a complete overhaul, new decks laid, and the bottom recoppered. The Engines and Boiler have been put in first class order and new awnings fitted.

As this boat, with her full complement of coals, water, &c., on board, draws less than 3 feet, she is specially adapted for river work.

For further particulars, apply to
CRUICKSHANK & Co., Ld.,
or to
J. W. KINGHORN,
13, Praya Central.
Hongkong, 14th June, 1890. [907

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial

WATERBURY WATCH.

SERIES J.—For Gentlemen, or large size.
SERIES L.—For Ladies', or small size.
Winds in less than a dozen turns;
$4.75 each. Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also
SERIES E.—The "Good old favorite." The best form of the original Waterbury: offered at the reduced price of $3.70 each.

Orders from Out-ports to be accompanied by remittance for cost.

THE MITSUI BUSSAN KAISHIA,
Sole Agents in Japan, China, Corea, Hongkong & Macao.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 20th February, 1890 [22

FOR SALE.

AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A well built six-roomed House, at present let on lease for one year.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.
Hongkong, 12th November, 1889. [28

FOR SALE.

THE Schooner
"MONTIARA,"

Length... 75 feet.
Beam 18 "
Depth of hold.....7½ "
Registered tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)

The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and newly re-coppered. She is barcha-rigged with the best canvas sails. Draft of water 7 feet.

For further particulars apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 9th April, 1890. [579

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.
Hongkong, 2nd December, 1889. [39

NOW READY.

THE HONGKONG JOCKEY CLUB RACE MEETING, 1890.

A Full Descriptive Report, in pamphlet form.

Orders may be sent to the following Agents:—
Mr. W. Brewer.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
The Hongkong Trading Co., Ltd.
or to
The "Hongkong Telegraph" Office, Pedder's Hill.
Hongkong, 8th March, 1890.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [912

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, 9th August, 1890.

The Share Market has been again very quiet during the week, and although the majority of local stocks have been inquired after, very few important sales, excepting in Banks and China Sugars, have been reported. A decided improvement, however, has to be noted generally, and improved rates have ruled since we last wrote.

Banks were quiet early in the week, but since the publication of the half-yearly report a strong demand has set in for shares, and sales have been arranged at from 208 to 211 per cent. premium for cash, and from 209 to 213 for the 25th inst., the stock closing firm, with buyers at 212 for cash. Sales of New Issue shares have been effected at 165 for cash, and there are additional buyers.

In Marine Insurances, China Traders and Unions continue in request at 71 and 101 respectively, whilst Cantons are out of favour at 115. The weakness of the last named stock is attributed to the presence in our midst of an operator from the North, who is credited with having selling orders to a considerable extent, and therefore an even lower quotation is more than likely.

Hongkong Fires have changed hands at 357½ and Chinas at 88, both stocks closing firm at these rates.

Docks have been negociated at from 66 to 68 per cent. premium for cash and also at 71 for September, and there are now cash shares offering at 67. For delivery on December 25th there are buyers at 73.

Sales of Steamboats have been put through at 36½, *ex. div.*, for cash, and at this rate the stock continues fairly firm. The Douglas Co.'s shares have suddenly sprung into strong demand and business has been done at 54 and 55 for cash; there are now buyers at 56. A few lots of Indo-Chinas are reported to have been placed at 30 per cent. discount. China and Manilas, after transfers at 115 for cash, are now in strong demand at 118 cash.

China Sugars have been rather scarce during the last few days. Offers of 170 for the 25th inst. and 175 for December have been refused; but a fair amount of cash business has been reported at from 168 to 170. The stock is now very firm. Luzons have continued a popular medium of investment at increasing rates; cash sales to a considerable extent have been booked at from 106 to 108, and at from 108 to 110 for September, and there are further buyers on these conditions at 107 and 109 respectively.

A small business in the scrip of the Wharf and Godown Co. has been arranged at 81 and 82 for cash, and shares are still wanted at the former figure.

Land Investments have been almost entirely neglected, the only transactions reported being a private transfer of 500 shares at 89 for cash and a similar number at the same rate for delivery on the 25th inst.

Mining Stocks:—Punjoms are decidedly out of favor at present, with shares freely offering at $7 for cash. Nothing has been done in Raubs, and this stock is also weak at $2. A steady and strong demand for Imuris' shares has set in, and a large number has changed hands at from 6½ to 8 for cash; but the stock is now weak, with sellers at 7½. Balmorals are wanted at 13.

In Borneo Tobacco Companies a considerable number of shares of the Songei Koyah Planting Co.—$40 paid-up—has been sold at $2½ per share, and at this rate there are now no shares on offer. East Borneos, on which $50 have been paid-up, have found buyers at 12½ and 15. The Labuk Co.'s shares, $25 paid-up, have changed hands at 12 and 15 for cash, and are now wanted at 18. It seems to be the general opinion that this is the only locally directed tobacco Company in British North Borneo which promises to fulfil the anticipations and promises of its promoters.

In other stocks very little has been done, but small cash sales in the following have been reported:—

Hongkong Rope Co.....at	$115	
H. G. Brown & Co.....	"	48
China Borneo	"	14
K'loon Land Investment	"	19
Trust and Loan Co.	"	14

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 213 New Issue—premium, sales and sellers.
Hongkong and Shanghai Bank, New Issue—$165 per share, buyers.
Union Insurance Society of Canton—$101 per share, buyers.
China Traders' Insurance Company—$71 per share, buyers.
North China Insurance—Tls. 340 per share, sellers.
Canton Insurance Company Limited—$115 per share, sellers.
Yangtsze Insurance Association—Tls. 70 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$357½ per share, buyers.
China Fire Insurance Company—$88 per share, sellers.
Hongkong and Whampoa Dock Company—$66 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—$36½ per share, buyers.
China and Manila Steam Ship Company—120 per share, buyers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$180 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
Indo-China Steam Navigation Company, Limited—30 per cent. discount.
Douglas Steamship Company—$56 per share, sellers.
China Sugar Refining Company, Limited—$173 per share, sellers.
Luzon Sugar Refining Company, Limited—107 per share, buyers.
Hongkong Ice Company—$96 per share, buyers.
Hongkong and China Bakery Company, Limited—$80 per share.
Hongkong Dairy Farm Co., Limited—$10 per share, sellers.
A. S. Watson & Co., Limited—$21 per share, buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent premium.
Hongkong Rope Manufacturing Company Limited—$115 per share, buyers.
The Hongkong Steam Laundry Co., Ld.—$21 per share, nominal.
Punjom and Sunghie Dun Samantan Mining Co—$7 per share, sellers.
The Raub Gold Mining Co., Ld.—$2 per share, buyers.
The Balmoral Gold Mining Co., Limited—$13 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—$81 per share, buyers.
Tonquin Coal Mining Co.—$200 per share, sellers.
The Hongkong High-Level Tramway Co. Limited—$110 per share, buyers.
The East Borneo Planting Co., Limited—$10 per share, sellers.
H. G. Brown & Co., Ld.—$48 per share, buyers.
The Songei Koyah Planting Co., Ld.—$2½ per share, buyers.
Cruickshank & Co., Ld.—$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ld—50 per cent. dis., sellers (fully paid up).
The China-Borneo Co., Ld.—$14 per share sales.
The Darvel Bay Trading Co., Ld.—$8 per share, nominal.
The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.
The Green Island Cement Co.—$33 per share, buyers.
The Hongkong Land Investment Co., Ld.—$89 per share, buyers.
The Hongkong Electric Light Co., Ld.—$6 per share, sellers.
Geo. Fenwick & Co., Limited—$22 per share, sellers.
The West Point Buildings Co., Ld.—$35 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$5 per share, sellers.
The Labuk Planting Co., Ld.—$18 per share, buyers.
The Lamag Planting Co., Ld.—$15 per share, sellers.
The Jelebu Mining and Trading Co., Ld.—$4½ per share, sellers.
The Selama Tin Mining Co., Ld.—$2½ per share sellers.
The Shameen Hotel Co., Ld.—$5 per share nominal.
The Kowloon Land Investment Co., Ld.—$19 per share, sellers.
The Trust and Loan Co. of China and Japan.—$14 per share, buyers.
The Hongkong Marina, Limited—par, nominal

EXCHANGE.

ON LONDON.—Bank, T. T.	3/7½
Bank Bills, on demand	3/7⅝
Bank Bills, at 4 months' sight	3 8⅛
Credits at 4 months' sight	3 8⅛
Documentary Bills, at 4 months' sight	3 8⅛
ON PARIS.—	
Bank Bills, on demand	4.62
Credits, at 4 months' sight	4.71
ON INDIA, T. T.	220
On Demand	220½
ON SHANGHAI.—	
Bank, T. T.	72⅝
Private, 10 days' sight	72½

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register. To-day.

Barometer—9 a.m.	29.83
Barometer—1 p.m.	29.81
Barometer—4 p.m.	79
Thermometer—9 a.m.	80
Thermometer—1 p.m.	77
Thermometer—4 p.m.	77
Thermometer—9 a.m. (Wet bulb)	77
Therm.meter—1 p.m. (Wet bulb)	77
Thermometer—4 p.m. (Wet bulb)	76
Thermometer—Maximum	80
Thermometer—Minimum (over night)	79

CHINA COAST METEOROLOGICAL REGISTER.

12th August, 1890.—At 4 p.m.

STATION.	Barometer red. to sea level 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladiwostock	29.74	68	...	...	0	b	...
Tokyo	29.80	...	...	N	3	b	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.69	80	74	WNW	4	b	...
Wenchow		...	...	...	...	...	...
Foochow	29.77	80	82	NE	3	07	...
Amoy	29.73	84	79	ESE	3	c	...
Swatow	29.71	85	...	E	3	c	...
Hongkong	29.71	81	78	SSE	1	o	...
Canton	29.69	87	69	...	0	cv	...
Macao	29.69	84	79	E	1	c	...
Hoihow	29.70	85	...	E	3	c	...
Haiphong	29.60	82	85	E	1	o	...
Anping		...	...	...	...	o	...
Bolinao	29.81	86	73	SW	1	o	...
Manila	29.81	83	89	SSW	2	cm	...

13th August, 1890.—At 10 a.m.

STATION.	Barometer red. to sea level 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladiwostock	29.76	68	95	...	0	c	...
Tokyo		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai		...	...	...	...	...	...
Wenchow		...	...	...	...	...	...
Foochow		...	...	...	...	...	...
Amoy	29.87	80	87	ESE	1	o	...
Swatow		...	...	...	...	...	...
Hongkong	29.82	79	93	E	2	cd	0.69
Canton	29.89	81	87	ESE	1	o	...
Macao		...	...	...	...	...	...
Hoihow		...	...	...	...	...	...
Haiphong		...	...	...	...	...	...
Anping		...	...	...	...	...	...
Bolinao	29.87	85	80	ESE	2	b	...
Manila		...	...	...	...	...	...

The barometer has risen and gradients are rather moderate for south-east winds. Cool, cloudy and wet weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5.—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOSSACK.
Hongkong Observatory, 13th August, 1890.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Bokhara*, with the outward English mail, left Singapore on the 12th instant at 3 p.m., and may be expected here on the 17th.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Batavia*, with the Canadian mail, left Vancouver for Japan and Hongkong on the 28th ultimo.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Agamemnon*, from Liverpool, left Singapore on the 10th instant, and is due here on the 16th.

The 'Glen' line steamer *Glenfinlas*, from London, left Singapore on the 13th instant, and is due here on the 19th.

The P. & O. S. N. Co.'s steamer *Gwalior*, left Bombay on the 5th instant at 2 p.m. for this port, and may be expected here on the 23rd.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 13th August,—Quinhon and Macao, 11th August, Salt.—Arnhold, Karberg & Co.

BOMBAY, British steamer, 2,047, D. Roche, 3rd August,—London 19th June, and Singapore 28th July, General.—P. & O. S. N. Co.

CHI-YUEN, Chinese steamer, 1,250, C. R. Null, 9th August,—Swatow 8th August, General.—C. M. S. N. Co.

CITY OF RIO DE JANEIRO, American steamer, 3,548, D. S. Austin, 2nd August,—San Francisco 8th July, and Yokohama 27th, Mails and General.—P. M. S. S. Co.

CANTON, British steamer, 1,110, J. Hogg, 13th August,—Shanghai 9th August, and Swatow 12th, General.—Jardine, Matheson & Co.

DECIMA, German steamer, 965, C. Christensen, 18th July,—Batoum 23rd May, General.—Siemssen & Co.

DRYSDALE, British steamer, 1,574, Stewart, 7th August,—Saigon 3rd August, General.—Captain.

EUPHRATES, British steamer, 1,299, J. Edwards, 15th July,—Rangoon 3rd July, Rice.—Russell & Co.

FALKENBURG, German steamer, 989, Frerichs, 10th August,—Kutchinotzu 5th August, Coal.—Melchers & Co.

FAME, British steamer, 117, W. W. Allan.—Hongkong Government tender.

FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May,—Saigon 30th April, Rice.—Russell & Co.

GARLIC, British steamer, 4,209, W. G. Pearne, 12th August,—San Francisco 19th July, and Yokohama 7th August, Mails and General.—O. & O. S. S. Co.

HAILOONG, British steamer, 783, F. D. Goddard, 13th August,—Tamsui 8th August, Amoy 10th, and Swatow 12th, General.—D. Lapraik & Co.

HAIPHONG, French steamer, 874, Feraud, 12th August,—Haiphong 10th August, General.—Messageries Maritimes.

HAITAN, British steamer, 1,183, S. Ashton, 10th August,—Foochow 7th August, Amoy 8th, and Swatow 9th, General.—D. Lapraik & Co.

HASSIA, German steamer, 1,405, Wachsmuth, 12th August,—Nagasaki 6th August, Coals.—Siemssen & Co.

HIGHFIELD, British steamer, 1,665, W. P. Casson, 1st August,—Moulmain 18th July, Rice.—Order.

JAPAN, British steamer, 1,865, T. S. Gardner, 10th August,—Calcutta 25th July, Penang 1st August, and Singapore 3rd, Opium and General.—D. Sassoon, Sons & Co.

KIEL, German steamer, 851, M. W. Krutzfeldt, 13th August,—Saigon 9th August, General.—Geo. R. Stevens & Co.

KONG BENG, British steamer, 862, R. Jones, 8th Aug.,—Bangkok 2nd August, General.—Yuen Fat Hong.

LOMBARDY, British steamer, 1,570, J. F. Jephson, 9th August,—Bombay 22nd July, and Singapore 3rd August, General.—P. & O. S. N. Co.

MEDUSA, Austro-Hungarian steamer, 1,775, Costanzo, 12th August,—Trieste 16th June, Bombay 23rd July, and Singapore 6th August, General.—D. Sasspon, Sons & Co.

MELBOURNE, French steamer, 2,033, Vimont, 12th August,—Shanghai 9th August, Mails and General.—Messageries Maritimes.

MONGKUT, British steamer, 859, Geo. Anderson, 31st July,—Bangkok 22nd July, and Koh-si-chang 25th, General.—Yuen Fat Hong.

NAMYONG, British steamer, 984, W. J. Wooldridge, 10th August,—Saigon 6th August, Rice.—Bun Moh.

NANSHAN, British steamer, 808, J. Blackburne, 12th Aug.,—Bangkok 4th August, General.—Hop Hing Hong.

NIOBE, German steamer, 3,500, Thomsen, 13th August,—Singapore 7th August, General.—Siemssen & Co.

PATHAN, British steamer, 1,762, Geo. Roy, 9th August,—Saigon 5th August, General.—Adamson, Bell & Co.

PEMPTOS, German steamer, 1,541, M. Johannsen, 13th Aug.,—Kutchinotzu 7th August, Coals.—Siemssen & Co.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 9th August,—Bangkok 3rd August, General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

POLLUX, German steamer, 898, H. Hellmers, 22nd July,—Saigon 18th July, Rice.—Melchers & Co.

RECORDER, British steamer, 676, R. A. E. Brereton, 12th July,—from a cruise.—E. E., A. & C. Telegraph Co.

SUSSEX, British steamer, 1,619, Horace F. Holt, 7th August,—San Francisco, *via* Nanaimo, 29th June, Flour.—Melchers & Co.

TETARTOS, German steamer, 1,570, Brestung, 11th Aug.,—Singapore 5th August, General.—Russell & Co.

THORNDALE, British steamer, 1,970, Etherington, 11th August,—Liverpool, and Singapore 5th August, General.—Adamson, Bell & Co.

VORWAERTS, German steamer, 612, L. Moller, 13th August,—Newchwang 5th August, Beans.—Wieler & Co.

SAILING VESSELS.

ANNIE STAFFORD, British bark, 1,297, Chas. S. Robinson, 20th July,—New York 2nd March, Petroleum.—Arnhold, Karberg & Co.

ASSYRIA, British bark, 1,148, Wm. W. Leary, 9th August,—Shanghai 13th July, Ballast.—Melchers & Co.

CHARLES S. WHITNEY, American ship, 1,651, G. D. Spicer, 20th July,—Shanghai 30th June, General.—Russell & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

GEORGE SKOLFIELD, American ship, 1,276, A. S. Dunning, 11th July,—New York 7th Feb., Kerosene Oil.—Russell & Co.

G. H. WAPPAUS, British bark, 533, Hansen, 5th August,—Tientsin 5th July, Beans.—Butterfield & Swire.

J. D. BISCHOFF, German ship, 1,808, H. Meyer, 7th August,—Cardiff 3rd April, Coals.—Order.

LANCEFIELD, British bark, 994, Burns, 7th August,—New York 7th March, Kerosene Oil.—Order.

MAROON, British bark, 362, James Cummins, 11th August,—Sharks Bay (W.A.), 6th July, Sandalwood.—Jardine, Matheson & Co.

PARAMITA, American ship, 1,498, C. D. Prescott, 28th May,—New York 7th Dec., Petroleum.—Adamson, Bell & Co.

RICHARD PARSONS, American bark, 1,116, Geo A. Freeman, 22nd June,—New York 19th Feb., Kerosene Oil.—Russell & Co.

SARA MERSEDES, Peruvian schooner, 245, A. Muntatgin, 4th July,—Saigon 27th June, Rice.—Captain.

SIR HERBERT MAXWELL, British schooner, 232, Murray, 18th July,—Port Natal 20th May, General.—Turner & Co.

THIORVA, British ship, 1,174, Fraser, 20th July,—Singapore 9th July, Timber.—Master.

WM. LE LACHEUR, British bark, 575, E. Warner, 19th June,—Lagulmanoo 9th June, Wood.—Wieler & Co.

Printed and Published by ROBERT FRASER-SMITH, No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

The Hongkong Telegraph.

N°. 2613. THURSDAY, AUGUST 14, 1890. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEO. W. F. PLAYFAIR,
Manager. [10.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000,
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq. | S.C.MICHAELSEN, Esq.
W. H. FORBES, Esq. | Hon. A. P. McEWEN.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.
A. McCONACHIE, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890. [8

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [709

Intimations

KELLY & WALSH, LD.

HAVE BEEN APPOINTED AGENTS FOR, AND HAVE RECEIVED A LARGE CONSIGNMENT OF

LYON'S BLUE, BLACK, WRITING AND COPYING INKS.

THESE Inks command a very large sale at home and share popular favour with Stephens well-known inks of which we also keep a large stock—
Lyon's Inks are used by

The Bank of England.
Midland Railway Company.
London and North Western Railway Co.
L. & Y. Railway Co.
M. S. & L. Railway Co.
North Eastern Railway Co.
Grand Trunk (Canada) Railway.

No. 1, WRITING FLUID, is a brilliant blue colour when written with, which turns to an intense black that does not fade by age, and being very exinpid it is not affected by any climate.
No. 2, COMBINATION FLUID, for writing or copying, has the same colour and qualities as the No. 1, and is also adapted for copying purposes.
No. 3, STRONG COPYING FLUID, is a rich blue-green colour, and turns jet black. Will give three clear copies the same day as written or one copy some time after.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 8th August, 1890. [7

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents,
WINE AND SPIRIT MERCHANTS,
AND
AERATED WATER MANUFACTURERS.

WE would beg to call attention to our special VERY RARE OLD "LIQUEUR WHISKY," which from its large increase of sale we have decided to reduce to $10 per case.
All goods guaranteed to be of the best quality and at prices which will compare favourably with any other house in the Colony.

Hongkong, 12th June, 1890. [892

W. POWELL & CO.

JAPANESE JINRICKSHAS.
English-made PERAMBULATORS.
FOUR-POST IRON BEDSTEADS.
WIRE WOVEN SPRING MATTRASSES.
HAIR, and RATTAN MATTRASSES made to order on short notice.
Every description of UPHOLSTERY and FURNISHING.

W. POWELL & CO.

Victoria Exchange,
Hongkong, 7th August, 1890. [6

W. BREWER.

HAS JUST RECEIVED

NAUTICAL Surveying by Vice-Admiral Shortland.
Text Book of Assaying by Berringer.
Practical Seamanship by Todd and Whall.
Sanity and Insanity by Mercier.
The Mercantile Speller for Bankers, Merchants Type Writers, &c.
Gossips Chess Players Text Book.
Steinitz Chess Instructor.
People who have made a noise in the World "Theodore of Corsica."
Traill's Boilers, their Construction and Strength.
Dictionary of Classical Quotations.
A very rare old Violin.
New American Banjos.
The New Mechanical Piano Player, plays any modern music on an ordinary piano.
Self Inking Hand Stamps for firms. Name in rubber, made at a days notice.
Boxing Gloves, Ariston Musical Boxes.
Sweet Caporal Cigarettes, Old Judge Cigarettes.
New Tennis Bats, Tennis Balls.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 6th August, 1890. [156

PIANOS ON HIRE. **A. HAHN.** PIANOS FOR SALE.

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, &c. TOYS & FANCY GOODS, &c.

ONE BOUDOIR GRAND PIANO, especially built for Hongkong, with latest improvements and the "resonant" Iron-frame. Beautifully rich and sweet in tone.

No. 2, PEDDER STREET.

Hongkong, 1st August, 1890. [1126

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

N E W H A T S.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.

Hongkong, 28th July, 1890. [139



ESTD. 1864.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

Hongkong—13, Queen's Road.



LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR FIRST SHIPMENT

of

NEW SEASON'S

EXTRA FINEST

ISIGNY BUTTER,

in 1 lb. and 2 lb. Tins.

Also,

FINEST ISIGNY BUTTER in 28 lb. Tins for Hotels.

LANE, CRAWFORD & Co.

Hongkong, 9th August, 1890. [23

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 16th inst., at 8.30 for 9 P.M. precisely.

Hongkong, 12th August, 1890. [1172

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
THE Company's Steamship
"PHRA CHOM KLAO,"
Captain J. Fowler, will be despatched for the above Port, TO-MORROW, the 15th instant, at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 12th August, 1890. [1173

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"JAPAN,"
Captain T. S. Gardner, will be despatched for the above Ports, TO-MORROW, the 15th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 11th August, 1890. [1163

UNION LINE.

FOR HIOGO AND YOKOHAMA.
THE Steamship
"TETARTOS,"
Captain W. Breitung, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 12th August, 1890. [1171

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSOWAH, SUAKIM, JEDDA, SUEZ, PORT SAID, BRINDISI, TRIESTE, and VENICE and FIUME.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.
THE Company's Steamship
"MEDUSA,"
Captain G. Costanzo, will be despatched as above on the 17th instant, at DAYLIGHT.
Cargo will not be received on board after 5 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 7th August, 1890. [1152

FOR NAGASAKI AND KOBE.
THE Steamship
"PATHAN,"
Captain Roy, will be despatched for the above Ports, on SATURDAY, the 16th instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 9th August, 1890. [1158

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Company's Steamship
"PAKLING,"
R. H. Machugh, Commander, will be despatched for the above Port, on or about the 18th inst.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 2nd August, 1890. [1134

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"EUPHRATES,"
Captain Edwards, will be despatched for the above Port, on FRIDAY, the 22nd inst.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 12th August, 1890. [1174

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"BOKHARA,"
will leave for the above place about 24 hours after her arrival with the outward English mails.
E. L. WOODIN,
Superintendent.

Hongkong, 12th August, 1890. [3

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
W. Allison, Commander, will be despatched as above on TUESDAY, the 26th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd August, 1890. [1108

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND, (DIRECT).
THE Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched about 20th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th July, 1890. [1038

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).
THE P. & O. S. N. Co.'s Steamship
"LOMBARDY,"
Captain J. F. Jephson, will leave for the above places at NOON, on FRIDAY, the 22nd inst.
E. L. WOODIN,
Superintendent.

Hongkong, 11th August, 1890. [1167

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L. I. I. British Ship
"N. B. LEWIS,"
Gallison, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 4th July, 1890. [1007

FOR NEW YORK.
THE 3/3 L. I. I. British Ship
"CHARLES S. WHITNEY,"
Bolt, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,

Hongkong, 30th May, 1890. [825

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA and VICTORIA, B.C., on FRIDAY, the 22nd August, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 12th August, 1890. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 27th day of August, 1890, at 4 P.M., the Company's Steamship "PREUSSEN," Captain Reimkasten, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 26th August, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 5th August, 1890. [6

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"SUSSEX,"
2,484 Tons Register, Captain H. F. Holt, will be despatched for VANCOUVER, B.C., *viâ* AMOY, FOOCHOW, SHANGHAI, INLAND SEA, KOBE and YOKOHAMA, on SATURDAY, the 16th August, at 3 P.M.
To be followed by the S.S. "MONGKUT" 21st August; and "BATAVIA" 4th Sept.
Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$210.00
To Montreal, New York, &c..... 290.00
To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 15th August.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 14th August, 1890. [14

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, MARSEILLES, TRIESTE, HAMBURG, NEW YORK & BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ORIENTAL," Captain E. Stewart, with Her Majesty's Mails, will be despatched from this for LONDON VIA COLOMBO and SUEZ CANAL, on THURSDAY, the 21st August, at NOON.
Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 9th August, 1890. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"GAELIC"
will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 23rd August, at 1 P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 11th August, 1890. [8

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

DISPENSING CHEMISTS.
SELECT MEDICINAL PREPARATIONS.
ASTRINGENTS, DIARRHŒA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, $1.50 and $3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhœa. In bottles, 35, 75 cents, $1.50 and $2.75.

Dr. Rubini's Essence of Camphor.—Valuable for simple Diarrhœa, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (prepared from the unripe fruit of the Ægle Marmelos). Of great service in Diarrhœa and Chronic Dysentery. Per bottle, $1.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, $1.

DAKIN BROS. OF CHINA, LIMITED,
London, Hongkong, Amoy.
Hongkong, 12th August, 1890. [52

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.
The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.
whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock :—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila. [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 14, 1890.

It would be folly of the most besotted description were the British Government and the British nation at large to refuse to fully and seriously recognise the significant signs of the spirit and temper of the times in which we live, of which the desertion the other day of twenty-four seamen from the British squadron in North American waters is the latest, if not the most alarming example. It would be policy most suicidal on the part of those who direct and guide the destinies of the Empire not to ponder carefully over the manifold dangers which are now sapping the very foundations of Imperialism and threatening with no uncertain voice to revolutionise the existing order of things; and these dangers are not from any outside enemies, but from that social cataclysm within our own boundaries which, within the past few months, has become an all-powerful factor for good or evil throughout the length and breadth of the British dominions. That labor was bound, in course of time, to assert itself and its inherent rights could not be gainsaid, but although warning symptoms of the approaching danger have not been wanting during recent years, even the most profound and advanced thinkers in the political world did not expect to be face to face with the beginning of the end so soon. The gigantic and successful strike of the workmen of the London docks was probably the turning point of that vast upheaval which has been slowly but surely working its way, aided by the universal advantages of improved methods of education, for the past half century; it gave the masses the first true indication of their power when united, and they apparently have not allowed that knowledge to lie fallow. Strikes on a large scale have been alarmingly prevalent in various industries all over the kingdom, and riots and bloodshed have only been avoided by the wise councils and moderation insisted on by the principal leaders of the Trades' Associations. All this was serious enough, but no political troubles of a threatening character were apprehended; the feeble Tory Government blundered blindly along over the top of a slumbering volcano, wasting its time and energies in carrying out its anserine policy of coercion in reforming Ireland at the point of the bayonet and neglecting the far more serious dangers that were gradually assuming formidable dimensions in their midst, even in the capital city of the Empire. The disaffection of the London postmen was the first suggestive indication that even the servile hirelings of an effete Government had recognised that they were not slaves, and had some claim to assert their manhood and their right to those privileges which are the heritage of every British citizen. And then the Custom House officers threatened trouble, which by concessions and promises has, for the time being at least, been averted. But worse was still at hand, and when the London police "struck work," the seriousness of the position could no longer be disguised. Then followed the mutiny of the second battalion of the Grenadier Guards, one of the three regiments to whose patriotic guardianship the sacred person of Her Majesty the Queen is consigned. This was becoming so alarming that even the mud-headed Duke of CAMBRIDGE, Commander-in-Chief of the British Army and one of the biggest and most pig-headed nincompoops that ever wore a uniform, waddled out of his comfortable quarters to tell the world at large that he was ashamed of "the disgrace to the uniform" and had cut all connection with the Grenadier Guards—and the world at large and the Grenadier Guards went serenely on their respective ways, ignoring the gallant warrior's childish bluster.

The Royal Navy, even in the height of all this trouble and excitement, was supposed to be beyond suspicion; there wasn't a man in the Service, from the Admiral of the Fleet to the latest joined boy, who could not be relied upon to crawl through the mud, if by so doing he could lick the boots of Royalty—the patent leathers of that war-like but thrifty fiddler the Duke of EDINBURGH for instance, or the home-made long thirty-sixes of the flunkey BATTENBERG. The Royal Navy had "bust up" the Spanish Armada, and England's 'hearts of oak' would again save a Monarchy that was not too secure, and a Ministry that was all but universally execrated and discredited. The mutiny on board the *Egeria* in Australasian waters somewhat shook the confidence of the animated blocks of wood who only live in the antiquated traditions of the past; and it certainly did not increase the confidence of the Admiralty when it was found expedient to have the whole of these so-called mutineers sent to England, as the state of public feeling on the subject in Australia was such that the New South Wales Government declined to risk the odium of keeping the men in prison. And that was the feeling throughout the whole of Australasia. The desertion of two dozen men from the North American squadron is "the last straw," and although the boats were re-captured and one man was shot and another "cutlassed," the episode will afford food for reflection to thinking men, especially to those who are acquainted with the series of events which led up to the French Revolution.

A wise man in his generation, Dr. JOHNSON, said that it was the fate of those who toil at the lower employments in life, to be rather driven by the fear of evil than attracted by the prospect of good; to be exposed to censure without hope of praise; to be disgraced by miscarriage or punished for neglect, where success would have been without applause and diligence without reward. This estimate fairly and accurately defines the position even to-day of the masses, the workers of the world, the hewers of wood and drawers of water, and it equally applies to our postmen and policemen, to our soldiers and sailors. The good things of life are specially reserved for the favored class; the rank and file are mere stepping stones to their aggrandisement. All the fighting that has ever been done by the British Army and Navy had been done by the men, the soldiers and sailors, and the rewards and honors have gone to the officers. The work-house is good enough in Christian England for a starving soldier without an arm or a broken-down sailor without a leg, although these limbs were lost in defence of—what? Of our country's rights, or for some noble principle such as the protection of suffering humanity? Oh! dear no. There has been no righteous war in Europe during the present generation, and England's "conquests" in Africa, India, Burmah, etc., have been carnivals of wholesale rapine and slaughter, which cannot bear examination. Is it any wonder, therefore, that the down-trodden masses have at last turned round and forcibly protested against being made for all time the abject slaves of the classes? We think not. The revolutionary movement is general in Europe from the Northern Ocean to the Mediterranean, from the Atlantic to the Ural Mountains, and Britain could not hope to escape that overwhelming wave of human progress which is ruthlessly sweeping before it the obsolete remains of political systems that ought to have died with the Cæsars.

TELEGRAMS.

ZANZIBAR.
LONDON, August 4th.

The Sultan of Zanzibar has issued a decree prohibiting slavery in his territory.

THE ARGENTINE REPUBLIC.

Outrage and rioting are rife in the country districts of the Republic.

THE GERMAN EMPEROR.
August 5th.

His Imperial Majesty has arrived at Osborne and met with a most cordial reception.

THE ARGENTINE REPUBLIC.

The excitement in Buenos Ayres is reviving in consequence of the defection of two new ministers. The financial crisis continues.

THE CZAREWITCH.
August 12th.

The Czarewitch will visit Stamboul and Palestine in September; thence he goes to Egypt, India and the ports of China and Japan, returning in the spring through Siberia.

LOCAL AND GENERAL.

THERE will be no game of polo to-morrow, the 15th inst.

THE silks ex *Belgic*, hence July 8th and from Yokohama July 17th, were delivered in New York on the 7th inst.

A TELEGRAM has been received by a firm in Japan to the effect that the silk crop in France this year is less by 40 per cent than last year's.

WORK has been suspended at the Wellington coal mine, Vancouver Island, B.C., for some time owing to about 300 of the miners being on strike for higher wages.

THE number of persons attacked by cholera throughout the Japanese Empire from the commencement of the epidemic up to the 1st inst. was 1,839, of whom 857 died.

ACCORDING to a Tokio paper it has been arranged to lease the Rokumeikan, the well-known club in the Japanese capital, to the "Nobles" at a rental of two thousand *yen* per annum.

WE read in *Truth* that Lord Ailsa is going to build, at his own shipbuilding-yard at Troon, on the Firth of Clyde, a steam yacht of 600 tons, and when she is finished he intends to start on a cruise to China and Japan.

WONDERS will never cease. The Amoy *Gazette* has "arranged with Mr. St. John Leonard Hamilton that his new work entitled "*Tholama*" shall be published in our columns, as a serial, before being submitted to other publishers."

THE house-coolie and "boy" charged with stealing cigars, glasses, etc., etc., from Messrs. Lane and Crawford's were again brought before Mr. Robinson at the Police Court this afternoon, on remand, when, after hearing further evidence for the prosecution, his Worship remanded the case until Saturday morning, the 18th inst.

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square, to-morrow evening, commencing at 7.30 o'clock:—

March	"Distant Greeting"	Rivier.
Lancers	"Versity"	D'Egville.
Valse	"Little Sailors"	Crowe.
Polka	"Orest et Pylade"	Lamaire.
Quadrille	"La Mascotte"	Metra.
Galop	"Fantasia"	Hertel.

A CERTAIN steamer got into a dense fog while on her way down the river. A passenger, anxious to go ahead, went up to the captain who was at the wheel and asked why they had stopped. "Too much fog; can't see the river," replied the cautious mariner. "But," said the passenger, "you can see the stars overhead." "Yes," said the captain, "but until the boilers burst we shan't be going that way." The passenger turned in for forty winks.

CAPT. HANSEN, of the bark *G. H. Wappius*, was before Mr. Wodehouse at the Police Court this afternoon, on remand, on a charge of unlawfully sailing from Hongkong on the 18th of April last without a duly certificated chief officer on board his ship. Mr. James Edwards, proprietor of the Marine Hotel, gave evidence which closed the case for the prosecution, and his Worship then adjourned the case until to-morrow afternoon, when Mr. Caldwell will examine witnesses for the defence.

FIVE hundred dollars, or three months hard labour, was the sentence passed by Mr. Wodehouse at the Police Court this morning upon the passenger by the *Kiukiang*, who tried to "run" eleven hundred and forty taels of opium into the colony from Macao on the 7th inst., concealed in a box which was packed inside two ordinary travelling trunks. The opium was confiscated.

THE Perak correspondent of the *Straits Times* writes that on the 28th ult. a Sikh private who imagined he had a grievance because he wished to be transferred from the artillery to the infantry, playfully shot dead a Punjaubi Sergeant at 1 a.m. and then fired at and missed a Malay Sergeant, declaring he was not yet satisfied. When caught there were found on him 28 ball cartridges, 10 in his pockets and 18 in his pouch. Some of his comrades found their pouches had been emptied.

THE unfortunate youth of Tung-ma Lane, who passed over to the great majority on the 8th inst. consequent upon the bursting of a soda-water bottle, was the subject of an inquiry conducted by Mr. Wodehouse at the Magistracy yesterday. It was shewn in evidence that a number of bottles of ærated waters were under the table at which the young man was seated munching rice, when one suddenly exploded, a piece of glass cutting a deep gash in his leg below the knee and severing one of the main arteries. A doctor was sent for, but when he arrived, two hours later, the wounded man had fairly bled to death. "Accidental death" was his Worship's finding. The moral of this is, "don't sit down to 'chow-chow' rice within a foot of explosive ærated water bottles."

CHARLES NATHANIEL BETTS, late second steward of the C. N. Co.'s steamship *Taiyuan*, and two others (Chinese) charged with stowing away passengers for Australia on the 11th of June last, were brought before Mr. Robinson at the Police Court this morning, on remand. Mr. Hastings, of Messrs. Wotton and Deacon's office, applied for an extension of the remand until Friday the 21st instant, when he would produce other material evidence for the prosecution, provided the *Taiyuan* had arrived from the North, as it was expected she would, by that time. His Worship, upon the understanding that there was no other evidence which could be taken in the interim, acceded to the request and ordered that bail should remain fixed as before, $500 in one surety for each of the defendants.

SOME idea of the rapidly developing commerce of Vancouver may be formed from the single item of tea. From Liverpool to Hongkong *via* Quebec and Vancouver is 11,548 miles; from Liverpool to Hongkong *via* New York and San Francisco is 12,753—1,205 miles in favor of the northern (Vancouver) route; from Liverpool to Yokohama *via* Quebec and Vancouver is 9,946 miles; *via* New York and San Francisco, 11,151 miles—1,205 miles in favor of the northern route. Now, in the tea-trade, in the sale of the first new teas, a start of a few hours makes a great difference; therefore it is quite certain that Great Britain and the countries supplied through her will transport all the first choice teas of both China and Japan through Vancouver, and as Vancouver is nearer to New York by 1 9 miles than San Francisco, and by 73 miles nearer than Portland, Or., which has no trans-Pacific steamers, and as she is nearer to Poston by 275 miles than San Francisco is—not to mention the 516 miles she saves by sea—the natural channel for the first teas to reach New York and Boston, and the places supplied through them, is the Vancouver route. Last year 15,000,000 pounds were conveyed to the United States by this route, and only 6,000,000 pounds to all other destinations. When slower-moving Great Britain awakes, as the United States began to last year, this trade will assume gigantic proportions.

THE following is a census of the foreign population in Tokyo at the end of June last as taken from the *Official Gazette*:—

RESIDING IN THE SETTLEMENT.

	Males.	Females.
Chinese	94	7
Portuguese	2	5
French	8	7
German	17	11
English	32	17
Swiss	1	—
American	41	59
	195	105

RESIDING OUTSIDE THE SETTLEMENT.

Austrian	3	1
Belgian	3	2
Chinese	28	10
Corean	4	—
French	34	8
German	73	36
English	86	67
Hawaiian	2	—
Dutch	5	5
Italian	4	—
Portuguese	1	2
Russian	6	3
Swiss	1	—
American	51	47
	301	181

Those staying in hotels and inns temporarily are not included in the list.

THE San Francisco *Commercial News* of July 14th says:—The United States Senate aroused itself sufficiently on Saturday to render the country a little tardy service, by passing the Tonnage and Postal Subsidy Bill, with an amendment, providing that "no vessel shall be entitled to payment under the Act that makes any discrimination between or gives unequal facilities to competitive transportation lines in receiving or forwarding freight or baggage at any American port or at any foreign port." The House should drop its disgraceful contest for spoils long enough to concur in this Act, which will do much toward restoring to America maritime prestige. No time should be lost in placing American steamships in a position to compete successfully with foreign steamship lines, that have already made heavy inroads upon the ocean carrying trade. Backed by its government, the Canadian Pacific railroad has been able to enter the field and bear away a good percentage of the carrying trade between China and this country. It has recently confined its operations to the northern coast, but emboldened by its success, it has determined to extend the contest to this port, and has given notice that its China steamers will hereafter touch at San Francisco. The Pacific Mail Steamship Company has accepted the challenge, and will extend its service to British Columbia ports. As the matter stands the conditions of the contest are against the American line, and the passage of the Subsidy Bill would do much toward overcoming the disadvantage. Now is the time for Congress to remove some of the contempt in which it is held, by assuming an attitude of friendliness toward this branch of American industry, which has been allowed to yield by degrees to the more generous and intelligent policy of other governments until there remains little more than the name. Common decency demands that ships should receive a share of the bounty that Congress has bestowed with a lavish hand upon other pursuits that are in better position to reward favors or punish neglect.

THE P. & O. S. N. Co.'s steamer *Ancona* left Nagasaki for this port at 6 p.m. yesterday.

A ONE-EYED money-lender in a village in the tehsil of Ferospore, India, having formed an intrigue with the wife of a zemindar, was met by the latter one day out in the jungle. The infuriated zemindar seized the opportunity for revenge, threw down the money-lender and knocked out his last blinker. The case is pending before the authorities.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Puisne Judge).

THE CLAIM AGAINST A CONSTABLE.

The case of Ho Kam Po *v.* P. C. Miller was resumed this morning.—Mr. Wilkinson appeared for the plaintiff, and Mr. Mossop defended.

Plaintiff's wife said that on the 11th July she heard a disturbance in the house, her husband calling out "Why do you beat me?" She ran to the place, and immediately a foreign constable pushed her away. When she tried to get her child he struck her again three times on the face. Then he went up to the cock loft.

Cross-examined—I became unconscious afterwards, and was taken by my friends to the Police Station in a chair to complain of assault. The sergeant sent me to the Hospital, where the doctor examined her and then told me to go to bed and cure myself. I had been dreadfully assaulted, but cannot say exactly whether I was hurt internally or externally.

Chan U Fong, broker, said that he saw the plaintiff being taken to the Central Station by the defendant, who had hold of his prisoner's queue.

Plaintiff's brother said he was arrested by the defendant at the same time as the plaintiff. They both had their queues pulled. When going to the cell defendant struck plaintiff four or five times.

Cross examined—I was charged with having illicit opium in my possession. I was discharged.

Dr. Ettel, H. M. Inspector of Schools, said that he had known the plaintiff for about twenty years. He had been a deacon in the London Mission church, and was one of the best native school masters in the Colony. He had not suffered in witness's estimation, but he could not recommend him for any high post after his public disgrace. Witness thought of him as a Chinese lecturer for Berlin, but after this he could not recommend him.

Mr. Mossop, reserving his remarks, then called

The defendant, David Miller, who said—At 7.30 p.m. on the 11th July I searched the plaintiff's house under a warrant, for illicit opium. I was accompanied by four excise officers employed by the Opium Farmer. I was going to search the second floor, and went there first. I saw the plaintiff and two men and two women in the room. They rushed at me and stopped me and the excise officers. I shewed them the warrant, and asked one of the excise officers to explain it in Chinese. Plaintiff still made a row, but the excise men went up to the cockloft and found the opium. I then put the plaintiff on one side and went upstairs. The plaintiff then put his head out of the window, and called "Tai Tai" to someone in the street. I went downstairs and arrested the plaintiff and his brother, as they were behaving in a disorderly manner. I never struck anybody—I simply put the plaintiff aside. I simply held him by the queue when taking him to the Police Station. I did not assault him when putting him into the cell. I charged him with obstruction. He said nothing about my having assaulted him. He and his wife afterwards summoned me for assault, but did not appear. As I wished to have the matter investigated I asked for an adjournment that they might attend, but at the next hearing they were not present, and the case was dismissed. With respect to the woman, I was never near her. At the end of the case in which I charged plaintiff's brother with unlawful possession, and the plaintiff with obstruction, Mr. Wilkinson, their lawyer, asked that I should be made to apologise. Mr. Robinson said he would order nothing of the kind.

Cross-examined—An excise officer and the informer went into the house first, and I followed. We were stopped at the second landing by the plaintiff, who was very angry. After the warrant had been explained to him he still blocked the way, and kept talking in Chinese. I have been in the Police force eleven years. I have been accused once before of assaulting a native.

Sergeant Mann stated that on the 12th July he was on duty in the charge room. At 1 a.m. the plaintiff came up with his wife. She was in a chair, and was carried in. She said she had been assaulted by the defendant, and was marked. He sent both of them to Hospital. Plaintiff said he did not want to go as the assault on him was nothing. He said he had complained of it to the Inspector, earlier that evening. Witness sent a constable with them to the Hospital, and he brought back a certificate there was nothing the matter with the woman.

Ip Chung Kee, interpreter at the Central Station, said that when the plaintiff was brought to the Station by the defendant and charged he said nothing about the assault.

Cross-examined—Plaintiff behaved in a very disorderly manner, and would not listen to reason.

Cheung Ping, an excise officer, corroborated the defendant's evidence as to what took place in the house.

Chang Pak-tung, another excise officer, said that the plaintiff told them that they had no right to search, as that was a Government school. Then he called out "Ta."

P. C. Waters, who locked the plaintiff up when defendant arrested him, said that no assault was committed on the way to the cell.

A Chinese constable corroborated.

Inspector Hennessy said—I was on duty in the charge-room when P. C. Miller brought the defendant in. The latter was very excited, and the interpreter gave me to understand that he complained of having been assaulted. A short time afterwards Dr. Chalmers came in and said that the plaintiff had been assaulted. When let out he made signs that he had been beaten, but had no marks on him. He was only locked up for about ten minutes.

An excise officer gave evidence similar to that of the other officers. He heard the plaintiff say "This won't do, this is a Government school—beat him" (defendant.)

Mr. Mossop, in closing the case for the defence, urged with respect to the claim for false imprisonment and malicious prosecution that express malice would have to be proved. No damage had been proved, and no assault. At 9 p.m. the plaintiff had charged the excise officers with assault; four hours later he charged the defendant. And then, when Sergt. Mann told him to go to the Hospital, he refused, saying that the assault was too trivial. A man who would act in that way was not to be believed even on his oath, even if he was a Christian, and a schoolmaster, and the friend of Dr. Chalmers. The great point was—Did the constable believe that he was being obstructed? There was no doubt that he did.

His lordship asked if taking the plaintiff to the Station by the queue was not a technical assault.

Mr. Mossop thought not—it was the usual way to take Chinese prisoners to the Station.

Mr. Wilkinson, for the plaintiff, submitted that all three points—assault, malicious arrest, and false imprisonment—had been proved.

His lordship, in giving judgment, said there was no doubt that on the night of the 11th July the defendant, with four excise officers and an informer, went to the plaintiff's house with a search warrant, to look for opium. They got to the second floor, where the plaintiff stopped them, as he was perfectly entitled to do, and asked them what they wanted. Plaintiff's story was that there and then he was struck once or twice before the defendant produced his warrant, which, of course, he ought to have done in the first place. On the other hand the defendant and all his witnesses said that on being called upon the warrant was shewn and translated by one of the excise officers. It was a case of evidence against evidence, but he had come to the conclusion that the warrant was produced at the outset. Plaintiff's nephew had stated that early in the proceedings he remarked that the men had come to look for opium, which he tried to explain by saying that he knew the men, but the probability was that he had heard the warrant read. His lordship therefore held that the warrant had been shewn at the proper time. The plaintiff had also stated that the defendant pushed his wife down for no reason at all, and injured her. That story, his lordship regretted to say, he could not believe; he could not help thinking that the woman was "got up" and taken to the Police Station to appear ill, when she was not ill at all. The party, however, got to the cock-loft, where, according to the defendant's evidence, which seemed very probable, the plaintiff continued to make a noise. His lordship could quite understand that—the plaintiff was a schoolmaster, and had got it into his head that because he was connected with the Government he was not subject to police visits. His lordship had had experience of similar cases—it was a common belief, even among the humbler Chinese. Anyhow the police found the opium, and then the plaintiff appeared to have lost his head and temper, and made a great disturbance, shouting out "Ta," and without doubt the constable had good grounds for arresting him for inciting others to help him. So the case of malicious prosecution fell to the ground. With regard to the taking-up to the Station, his lordship did not think that any unnecessary violence had been used, or that there taking hold of his queue could be called an assault. After being charged at the Station he was locked up, and it had been shewn that no assault was committed then, so that part of the case also failed. Judgment must therefore be given for the defendant, with costs.

THE BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

A well attended meeting of the above named Association, which sprang into existence in June last, was held at the new Marine Hotel, Praya West, on Tuesday evening, when Captain Samuel Ashton, the President, took the chair and delivered his presidential address.

Captain Ashton, who on rising was greeted with hearty applause, said:—Gentlemen, no doubt you and others who have joined this Association have done so for your own benefit and that of the British Mercantile Marine generally. We find by reference to the signs of the times and to past history—and I believe you must all be aware of it—that no absolutely necessary reform or good and much-to-be-desired changes can be effected in any great branch of industry by mere personal effort, no matter by whom or by what able man the attempt may be made. Masses of men who are mutually affected by circumstances over which they have no effective control are bound to combine for their advantage. We see this now-a-days in every walk of life—the times have changed and we, as a large section of the world's community, are bound to change also, or, in default, suffer on account of our lethargy. Take the case of engineers—they have combined for years past, and as a consequence their position is far superior to that of disunited mercantile marine officers in all parts of the world. Personal effort has done all that it can for us, more than we had a right to expect, but unless that personal effort—I refer to the gracious and philanthropic personal effort of Lord Brassey and Mr. Samuel Plimsoll in Parliament—is backed up by well-organized combinations of British certificated officers, it cannot accomplish all that its champions are so industriously striving for. Will you, gentlemen, deny those noble men the backbone, if I may say so, which their manly efforts in our interests so clearly demand? I am persuaded that you will not, that your intelligence dictates to you in no uncertain manner in this connection, and that one of the chief reasons why this long-needed Association has been formed—this combination of certificated British mariners woven together in the interests of British officers' prestige—is to supply what I have styled backbone. Your objects are good, and I believe have been conceived in a calm and sincere spirit. It has been a matter of no little surprise to me that British officers did not long ago combine for their own benefit; I mean I consider that in other parts of the world, as well as in Hongkong, British officers did not form societies composed exclusively of true-born Britons for their own mutual protection. Most of the Mercantile Marine Associations hitherto established in divers parts of the world have been far too general in their constitution; having in membership ship-owners, engineers, ship chandlers, retired and acting masters, many members of Parliament and others who represent capital chiefly, and not labour. Mind you I don't lay it down that ship-owners are not sincere in their objects when they enrol themselves as members of council of Mercantile Marine Associations. But what I assert is this, that if we have an Association styled a British Mercantile Marine Officers' Association it should be composed entirely of certificated British officers. (Hear, hear, and applause). I am here to-night as President of a British Officers' Association and I am speaking to you in a perfectly candid manner. If I did not intend to do so I should not have joined, but it is owing to my strong conviction of the necessity for such an Association that I accepted the position of President. As such I feel a great responsibility resting upon me. I have taken the helm in hand and I will do all in my power to steer our craft through many a storm which may unhappily arise—we can't expect to have fine weather always—and bring you to a safe and sound anchorage at last. (Loud cheers.) Observing, as I have, for years past that the pay of officers has decreased while their responsibilities have vastly increased, I have been led to think out the problem of how it is that this anomaly has come about. As to the question of responsibility, let us take the case of a third officer of a steamer, a legally qualified man to take charge of a "watch" at sea. He has a large number of passengers' lives in his hands, and the safety of the entire ship, officers, passengers and cargo, as well as the lives of all on board any steamer he may meet on the high seas, are completely at his disposal. Now if through some mishap to the steering gear, or any other cause whatever, his ship collides with a passing vessel, and some lives are lost, not only is he liable to lose his certificate

(his means of livelihood), but he will be tried on the grave charge of manslaughter. For all this responsibility he gets pay on a par with a second-class clerk in a mercantile office, or a fourth engineer on an ocean-going steamship, whose greatest responsibility is probably the correct copying of a letter book, making out a manifest, scribbling a few bills of lading, or attending to the Post office! (hear, hear). There must, as I said before, be some substantial reason for the falling off in pay of officers of the British merchant service. The chief reason is undoubtedly to be found in the fact that the supply is in excess of the demand, which is largely owing to the falling off in the construction of sailing ships. I have studied the ship-building statistics of the past ten years and find by them that the over supply of officers is consequent upon the fact that one steamer does the work of at least three sailing ships. (Hear, hear.) Therefore the demand for officers is reduced by a third notwithstanding the expansion of commerce, for alongside with such expansion there has been an ever increasing improvement in the construction of engines and the speed of steamers. Again, there is another reason, and one which must be considered carefully. I refer to that iniquitous law which makes it possible for an alien to pass for and obtain a British certificate. If the demand was greater than the supply, then I can understand the advantage of such laws to British ship-owners, but seeing that the very reverse is the case, there appears no sufficient reason for the maintenance of a pernicious law which is in no way, shape, or form suited to the times. We have great changes everywhere, and more especially are great changes going on in the shipping world, and yet the chief law governing the manning of British ships is the Mercantile Shipping Act of 1854, wherein it is clearly laid down that any British ship of over 100 tons burden can proceed to sea with one certificated officer besides the master. Now, is that a law applicable to the present state of things? (No, no). I answer fearlessly in the negative and I am glad to find, but not surprised, to hear you all 'chipping in' with decisive *noes*. There are other laws, too, which when passed were probably applicable to the times in which they were conceived, but they stand to-day as a huge monument in commemoration of the masterly inactivity of British legislators, and as a proof of the existence of grounds for the amalgamation of those who "go down to the sea in ships." Now, these laws should be repealed, and it is evident that in the United Kingdom there is a strong feeling amongst sea-faring people that they must be abolished. That can only be effected by our strong representations, and I trust that this association will lend a helping hand to our brethren at home. (Hear, hear). More particularly do I hope to see the law repealed which enables aliens to take their "watch" on board British ships. (cheers). Not only do I hope that our assistance may be found valuable at home, but that our honest endeavours here may be crowned with success in this special object. I am very glad indeed to find you have bound yourselves together in this important colony, and I hope it will be your endeavour, and your pride, to keep this Association an exclusively British society. Let our motto be "Union is strength, and no alien need apply." (Applause). In this we are right; at all events I am quite sure it is right in the mind of all true-born Britons. Our endeavours, our struggles for undoubted right, will be greatly helped by the cheerful co-operation of kindred associations in all parts of the world, which I have every reason to believe will soon be accorded to us, as the result of letters which our energetic Secretary has already despatched to England, China, and Australia. (Loud cheers). I am very pleased to find so many highly respectable names on your register, which now runs well over the hundred, comprising officers of thirteen different companies, and I hope that by Christmas we shall find all British officers members of a world-wide British Officers' Association. As regards future action I am personally opposed to any demand being made. Any polite and reasonable request coming from such a body of men must meet with the just consideration of legislators and shipowners alike. No doubt we shall meet with trials and difficulties which must be faced manfully and successfully, I may add, if you hold together in one concrete mass, trusting in your leaders to give no commands except such as it is imperative should be obeyed to the letter. By making our wants known in an open, straightforward manner, I am quite sure we shall carry with us the sympathy of the public. The public are our owners in reality, and public opinion will carry with it all that is reasonable and consistent with the exigencies of the hour. In conclusion I may say that you have my hearty good wishes and warm congratulations upon your position to-day—a position which is consistent with the proper dignity of an honourable profession. (Loud applause).

Mr. Chesney Duncan, the honorary secretary, then explained to the meeting that there was no ordinance in Hongkong whereby the Association could be registered. He naturally supposed that as a kindred association had been registered in Australia under the "Trades Union Act of 1881" this Association could do the same here, but he found that the local legislature had, as yet, made no provision for anything of the kind. He would be glad to be instructed in this matter by the President.

Captain Ashton:—Then please notify the Government officially, in writing, of our existence at your earliest convenience, and it will be for them to pass an ordinance. It is not our duty to press the Government upon the subject.

Mr. Bathurst, chief officer of the Douglas Co's steamer *Haitan*, said that an important society like this required a good mainstay and move along in a perfectly systematic manner. Now that Captain Ashton had accepted the post of President and taken such a direct interest in the Association he thought no one could be apprehensive of the ultimate success which would crown their efforts.

The chief officer of the *Phra Chula Chom Klao* proposed, and the chief of the *Namshan* seconded, a vote of thanks to the Chairman, which was carried by hearty acclamation, and the proceedings terminated

AMERICAN TELEGRAMS.

The following telegrams from San Francisco exchanges were "crowded out" from our last night's issue:—

VIENNA, July 13th.

Storms and floods have destroyed the crops at Gastein and Leinz. The country from Spitel in Corinth to Oberdrauberg is submerged. Great damage has been done to railways and bridges.

ROME, July 13th.

Floods in Northern Italy are causing immense damage.

LONDON, July 14th.

Commander Cameron has written an article, which will appear on Wednesday next, advocating the construction of a railway from Sierra Leone, Senegambia, on the west coast of Africa to the Nile. Such a road, he argues, would cost no more money than was required to complete the Central Pacific Railroad in America, nor would its construction involve any greater difficulty by reason of the physical characteristics of the country.

Indeed, the undertaking would be of slight magnitude in comparison with many accomplished and projected engineering enterprises in many parts of the world, while the results of the operation of the road would prove of incalculable value in opening to civilization a vast productive area of Africa at present inaccessible.

The Madrid correspondent of the *News* says that the cholera is spreading to more towns in the province of Valencia. There were thirty-five new cases and ten deaths reported yesterday, one death occurring in the city of Valencia. The authorities of Castello de Rugat concealed the fact that the disease raged there for a fortnight. Fifty cases occurred at that place, seventeen of which proved fatal.

The *Standard's* correspondent at Madrid reports an interview with Canovas del Castello, the Prime Minister, in which he said that foreign influence had nothing to do with the recent Ministerial crisis in Spain. It was due to the incapacity of the Liberals. He was in favor of a moderate protective policy and a renewal of the treaties of commerce which expire in 1882.

Intelligence has been received here that an engagement has taken place between the forces led by El Zenoussi, a Tunisian holy man, and the Mahdists. The followers of the Mahdi were defeated. It is reported Zenoussi has captured El Obeid, the capital of Kardofan.

The Universal Peace Congress was opened today by David Dudley Field of New York. In an address at the opening of the session Field dilated upon the benefits to be derived from arbitration and simultaneous gradual disarmament by all the various powers.

Among those who attended Stanley's wedding reception this afternoon was a wealthy widow named Hatchard. While there she stole several silver spoons. To-day she was sentenced to two weeks' imprisonment.

Replying to a question in the Commons today Sir J. Ferguson refused to talk on the Behring sea question, but said that voluminous documents would soon be laid before the House.

Goschen announced in the Commons this evening that the fund intended for the purchase of licenses would be applied to Ireland.

Gladstone is so ill that he was unable to attend the meeting of the Procedure Committee of the House of Commons to-day.

The towns of Uciany and Schweirsen, in Russia, have been destroyed by incendiary fires.

LA LIBERTAD (Salvador), July 14th.

The Government to-day issued a proclamation declaring the country in a state of siege. War with Guatemala is imminent. Nearly 20,000 men are stated to be stationed along this side of the frontier. Great enthusiasm prevails.

VIENNA July 14th.

The snow covers the Central Alps and continues falling in the district of Salz-Kammergut and the adjacent country. Everything has a winter appearance. The rivers in the Southern Tyrolese Alps have overflowed their banks.

The Adige, from Bozen downward, has flooded the adjacent country. Half of the city of Trent, Austria, is submerged.

HAVANA, July 14th.

The Consul at Key West wires that with the aid of American police he has captured Manuel Ramos, the Cuban kidnaper.

ROME, July 14th.

The *Opinione* says that England has assured Italy that she does not intend to abandon her rights in Tunis.

CONSTANTINOPLE, July 14th.

The fire on Saturday in the Stamboul quarter destroyed 1000 houses, ruined 125 timber merchants, and it is feared many lives are lost.

BOMBAY, July 14th.

Forty-four deaths from cholera have occurred among the members of a battalion of Ghoorkas stationed at Dharmsala in Punjaub.

ST. PETERSBURG, July 15th.

The completion of a new fast ship, intended for the Russian fleet in the Black Sea, is announced. She is a dispatch boat 140 feet in length and fifteen feet beam and is named the *Adler*. On her trial trip she made twenty-six knots an hour. Three gunboats of equal swiftness are now being built.

There is strong irritation among the anti-Semitics here owing to the fact that some of the prisoners convicted in Paris of being implicated in a Nihilist plot are Jews. Stringent measures against the Jews are being prepared by the authorities. They include the suppression of the newspaper *Novisti*, whose editor has been warned to settle his affairs and leave the country by 1892.

BERLIN, July 15th.

The *North German Gazette* denies the report that Chancellor Caprivi advised Emperor William to shorten his tour in the Norwegian waters owing to political developments. The programme of his Majesty's trip, the *Gazette* says, has been only slightly modified, owing to the weather.

An American girl, Josephine Neundorf, who has been studying music in this city, committed suicide here to-day. Her mind is said to have been affected by overstudy.

ROME, July 15th.

Simultaneously with the approval by the Chamber of Deputies of Signor Boughis' resolution favoring international arbitration, the Pope is working assiduously on an important encyclical which treats of social questions and contains a grand project for papal arbitration. His Holiness passes his days in the chalet of Pope Pius IV, and has suppressed every form of antechamber service.

Just now he does not allow any one to come near him but his secretaries or high officials in whose faithfulness he has absolute confidence. Chief among these are Mgr. Satolli.

The coming encyclical of the Pope urges the nations to papal arbitration for a settlement of social questions and national wars.

While the Quirinal congratulates itself upon the latest victory won by the Italians in Abyssinia over the rebellious but still incorrigible Chief Ilma, the Vatican rejoices to see Russia and England negotiating with it on behalf of their Catholic subjects in Poland and the British colonies.

An English confidential agent has arrived here with instructions to negotiate with the Holy See in order to arrange to extend to other British possessions the religious *modus vivendi* established by General Simmons for the island of Malta.

It is not probable that the Vatican will promptly grant the request, for it has been somewhat disappointed in its hope that the British Cabinet would, after the satisfactory arrangements regarding Malta, renew at least semi-official relations with the Vatican.

The Russian Government is acting with great adroitness. It has sent back M. Isvolski as representative of the Czar. The Russian diplomat has held a long conference with Cardinal Rampolla, Foreign Minister of the Pope, and is evidently instructed to press for a solution of the questions concerning the Polish church.

PARIS, July 15th.

Keen eyes are watching every movement of the Abbe Courtial at Kodez, who shot Mme. Calinet dead in the street with a gun cane. The priest passionately protests his innocence, and declares that he simply intended to tap the young woman on the shoulder. People generally believe that his love for his victim, continued after her marriage, was the motive for the crime.

The man who fired the revolver outside the Elysee Palace yesterday is insane.

COLOGNE, July 15th.

The American riflemen arrived here from Berlin this morning.

CONSTANTINOPLE, July 15th.

The losses by the great fire on Saturday last in this city amount to £1,000,000.

LIMA (Peru), July 15th.

The remains of the Peruvian heroes who lost their lives during the late war with Chile were landed here to-day and deposited in the Pantheon. The procession was the largest even seen in Peru. The religious ceremony will take place to-morrow.

MADRID, July 15th.

The *Gazette* says that in the last two months there have been 445 cases of cholera in Spain, 251 of which have been fatal.

LONDON, July 15th.

The cession of Heligoland to Germany has sharpened the appetitite of the other powers for the acquisition of the outlying islands. Very few people ever heard of Worm's island, in the Baltic, which belonged for many generations to the Barons of Stackelberg. Russia long wished to form a coaling station there. Its then owner once refused £1,000,000 for it. Its proprietor has just parted with it to the Czar for a little over 1,000,000 francs.

The *Standard* says: The death of General Fremont deprives America of a romantic personality which it can ill afford to lose in these prosaic times. His name will live in history.

The Government has accorded an increase of pay and other concessions to the telegraphers.

The Government has decided to adhere to the proposal for a November sitting of Parliament. Gladstone is better.

Stanley continues ill. Dr. Parkes says he is very weak.

PARIS, July 16th.

The *Gaulois* says that an engagement occurred between the natives and the French expedition to the upper Niger, and that the French were routed. It is feared that the natives have blocked the line of retreat of the French.

Le Siècle asserts that ex-King Milan of Servia is a crank, and the instances which it adduces of his peculiar behavior indicate that he is insane. The *Siecle* says that he speaks of himself as the Emperor of Europe, and seems to have a most extraordinary idea of his power and wealth. Physicians are in constant attendance upon him, and keep a close watch on his hallucinations and the practical effects of them, in order to be prepared for any sudden development of his lunacy.

A semi-official note is published this afternoon, denying the alarming reports received from Senegal.

AMSTERDAM, July 16th.

The price of silver has advanced from 84 to 86 guilders per kilo.

ROME, July 16th.

Signor Crispi has no idea of permitting England and France to calmly dispose of Italian interests in Tunis. The other day, the French Government in return for its acceptance of a British protectorate over Zanzibar, to the virtual exclusion of French treaty rights in that island, demanded, besides predominant control of the Niger country, the right to terminate the Anglo-Tunisian treaty of 1889 and to end the operations of the Italian treaty, which would deprive Italy of all right of interference in that country which she now enjoys by that agreement. Despite the French protectorate established by the treaty of 1882, by which the government of Bey Sidi Ali is virtually controlled by the French Resident-General, Signor Crispi has asked M. Ribot for an explanation of the French representations to England pointing to the annexation of Tunis by France.

NEW YORK, July 16th.

The steamship *Teutonic* to-day concluded a journey across the Atlantic that places her at the head of all racers now on the ocean. The trip from Roche's point to Sandy Hook was made in 5 days, 21 hours and 55 minutes, and this beats all records except that made by the *City of Paris* in August last, which was five days, nineteen hours and eighteen minutes. The *City of Paris* has been withdrawn from ocean travel since she broke down in May, on her way to Liverpool, so of all the steamships now conveying passengers to and from Europe the *Teutonic* is entitled to the pennant. The average speed was twenty knots an hour. The *Teutonic* was built in Belfast. The only steamships that have crossed the Atlantic in less than six days are *Teutonic* and *City of Paris*.

KOREA.

(FROM OUR OWN CORRESPONDENT.)

SEOUL, 15th July, 1890.

Certain Yankee religious "rags" from time to time contain the most exaggerated and baseless yarns respecting affairs generally in this part of the world which are simply a shocking disgrace to "members of the cloth" who, with a view to creating sympathy and exciting imbeciles and innocents at home, who dole out their dimes and cents for the support of impotent and extravagant missionary societies in this ill-fated country, foist their "news" on an over credulous public. Last year I had occasion to show up, in your columns, the *Sun* (New York) owing to its publication of a tissue of the most far-fetched flights of imagination (to put it mildly) which it has ever been my misfortune to squander time in reading. I refer to Mrs. Hattie G. Heron's effusion anent the published rumours of her sentence to decapitation by order of "the good king!" The latest thing in the Christian gulling line is a glaring paragraph in the *Northern Christian Advocate* of Syracuse, N.Y., which says:—"Many grave rumours are afloat as to the state of affairs in Korea, but all that is known for a certainty is, that all British men-of-war in the harbour (Chemulpo) have steam up and are under orders to sail at a moment's notice." Now, seeing that fully eighteen months have elapsed since even as many as two British men-of-war honoured a Korean port with their presence, and that whenever a solitary lame-duck sort of a gunboat drops in she hangs around for a few days only and then jogs over to Chefoo for a month's "lie off," the accuracy of this valuable *Christian Advocate's* information can be guaged with some degree of accuracy. *Now, Hattie G., do be a little more careful* about what you write to the newspapers; it is *so* necessary for true Christians to be sure of their facts!

Captain d'Amade, military *attaché* of the French Legation at Peking, who while the guest of Monsieur Collin de Plancy, France's popular representative in this strange land, has doubtless been summing up our toy army commanded by the redoutable General Mac E. Dye and "Captain" Nienstead, left us a few days ago to resume duty at the capital of the Middle Kingdom.

The great French holiday, the "Glorious Fourteenth" of July, passed off *comme il faut, la grand reception* in the evening being largely attended by the *corps diplomatique* and other numerous friends of France's able and genial special envoy. Dancing was continued up to an early hour in the morning when our young "lights" wended their way home singing the well-know after dinner ballad:—For he's a jol (*hic*) ly good (*hic*) fellow."

The war scare created by the arrival in our midst of American and Japanese *petit corps d'armée*, of 50 men each, has now fairly subsided—not even a "dead marine" being interred "with his martial cloak around him." So, of course, no real *casus belli* betwixt Yankeeland and Tah Chosen can be said to exist at present. In fact I should say that ere long Mr. Heard, the United States Minister, will be instructed to tender friendly explanations to the Korean Government for marching troops upon the capital at the request, as I told you in my last, of a person of most unenviable notoriety. Upon their return to the *Swatara* at Chemulpo the ship's complement gave a grand ball and minstrel entertainment to which the entire community was invited. Of course I went and enjoyed myself immensely; but I could not help thinking that the whole affair savoured somewhat of the Chinese highway robber's custom of firing off crackers and having a 'high old time' after doing a big job successfully. However that may be, I am constrained to admit that we all enjoyed ourselves, as the liquor was good, the volume of *Punch* the best in circulation, the ladies bewitching, the songs No. 1, the niggers as black as coal and the bunk in which your "special" slept until 11 o'clock the next day as cosy as a cock-loft way down far famed Lower Lascar Row. Can't say more, so *au revoir*.

P.S.—Your nautical readers may be interested in the sub-joined "notice to mariners" which has just been issued by the Customs department at Chemulpo, the port of the capital:—

NOTICE TO MARINERS.

No. 4.

Chemulpo (Jenchuan) District.

Beacon on the "North Watcher."

Notice is hereby given that a Stone Beacon, 20 feet in diameter at the base and 5 feet in diameter at the top, has been erected on the rock known as the "North Watcher."

The Beacon is painted in Red and Black Chequers, and has an elevation of 35 feet above the rock.

By order of the Chief Commissioner of Customs,

J. C. JOHNSTON,
Acting Commissioner of Customs.

Custom House,
Jenchuan, 10th July, 1890.

The "North Watcher" is a dangerous rock, awash, at entrance to Chemulpo anchorage.

Reports from the provinces just to hand advising me that the crops are exceptionally promising this year, and the people consequently happy and contented.

WUCHANG.

(FROM OUR CORRESPONDENT.)

August 1st, 1890.

The following proclamation, which was in rhyme, by Chang Chih-tung, the Viceroy of Hukwang, has been placarded on the walls in Wuchang. The Viceroy awakened great discontent among the people a short time since by removing part of a bridge in order to allow some large vessels to go through. The proclamation refers to this. It is written in lines of six characters:—

"Since I came into office as Viceroy of this province I have been in all things helping the people in their difficulties. No expense has been spared in the work of repairing embankments and relieving distress. The rate of interest charged by the pawnshops has been reduced by my authority, so that the poor may not suffer. In collecting the taxes the collectors have been forbidden to demand only large cash. You, the people, do not understand all my purposes. In what one thing have I not shown sympathy with you?

The Emperor has given orders that iron mines shall be opened; the people will thus have a vast fountain of wealth opened to them. The new bridge has temporarily had the middle part of it removed in order to enable ships to pass through. At the same time a moveable wooden bridge has been erected, that there may be no interruption of the passenger traffic. The local mandarins were notified in good time of what had to be done, and by and by the officials will restore everything to its proper condition, and the people in the neighbourhood are guaranteed against any damage to their fields or water-ways. Whether the place that has been selected for works will be suitable or not will be seen hereafter. But what is being done is for the advantage of the people; how should I be willing to embarrass the people? If you have any secret causes of complaint why do you not come to my Yamên and state them. But there are certain busybodies and scoundrels who dare to circulate false rumours; now they say that a canal is to be opened at Kinsha, now they say that the hills are to be pierced at Tungpa. There is, however, not a vestige of truth in such statements; they only show how people can make a trouble about nothing. Persons who act in this way will be apprehended and severely dealt with. It is absolutely necessary to take vigorous measures against such unscrupulous men. Well-behaved people will be treated with all consideration, but the vicious will have no mercy shown to them. This proclamation is issued for general information, and to prevent credence being given to wild rumours —*Shanghai Mercury*.

CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT).

July 20th.

At the present time the offices of this city are left in a peculiar position, being deprived of the presence of their regular office holders. The Governorship is occupied by H.E. Chang Yao, but he has been absent several days in looking after the floods of the Yellow River. Other important business of his position is, therefore, left with the Provincial Treasurer. As to the latter officer he also is away, being summoned to Peking to present himself to the Emperor, on his promotion to his new office. This will mean an expenditure of money among the Boards, and was not at all acceptable to the official, Tu Jun. His office, therefore, is placed in charge of the Salt Commissioner, while the seals of the Salt Commissioner are watched by one of the special deputies employed on the Yellow River, the Taotai, Chang Shang-ta. The office of the Provincial Judge is temporarily occupied by the regular Taotai, Wang Tso-fan, while the seals of the latter are watched by another Taotai, specially employed on the Yellow River and on account of the floods absent from the city. Coming to the Prefect, he also is only temporarily acting as such, till the regular official arrives, and as to the magistrate he also is filling the position which properly should have gone to another. From these circumstances one may imagine how well (or otherwise) the duties of the different offices are carried out. Where the foreign affairs would be placed (or shelved) one may also imagine.

Some three weeks ago on account of the dry season the Governor gained honour to himself by praying for rain, which in a few days, ostensibly at his call, appeared. But also, the rain didn't seem to know when to stop, and the last few days he has been praying, whenever he got the leisure, for the rain to cease. The last week, however, he has not had much time for prayers at the temples, owing to the reappearance of the floods. And with the floods there are reports of several breaks in the embankments. He has hence taken up his head-quarters at Lok'ou, the river port of Chinanfu, some three or four miles from the city.

Some time since I learned of a slight insurrection of certain robbers in a district connected with Ichowfu. The local magistrate, the military official and the Taotai of the circuit all appeared, either to suppress the rebels or to chop off their heads on being seized. This little excitement responds to the greater insurrection in the south-west of the province two years ago.

The Americans here, to commemorate the glories of their 4th of July, met in the evening at the house of Mr. Bergen, read the Declaration of Independence (which doesn't amount to much in Chinanfu), had a pleasant assortment of music and readings, fired off fireworks for the benefit of the one American lad present, and enjoyed with true American capabilities a delicate repast from the hostess. The only misfortune was the absence of an Englishman to be condoled.

I learn that south of this city, on the main road to T'aianfu, there have been quite a number of children seriously attacked and injured by wolves from the mountains of T'aishan close by. So much for modern civilisation.

The last mail messenger from Chefoo has been one week delayed on account of the rains and his own laziness.—*N. C. Daily News*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it.—A. S. Watson & Co. (Ltd.), agents in Hongkong and China.—[*Advt.*

To-day's Advertisements.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.

KLAER AND OLMAN'S CIRCUS AND TROUPE OF PERFORMING ANIMALS, BOWRINGTON.

LAST FEW DAYS,
POSITIVELY LAST WEEK.

THIS EVENING,

Doors open at 8; Commence at 9 o'clock, Weather Permitting.

PRICES OF ADMISSION:

Dress Circle (Chairs)$1.00
2nd Class (Carpeted Seats)..... 0.50
3rd Class 0.25

Soldiers and Sailors, in Uniform, and Children under 12 years of age, half price to 1st and 2nd Classes only.

LAST MATINEE LAST.

SATURDAY, 16TH AUGUST, AT 4.30.

Doors open at 3.30 P.M.

I. OLMAN,
Business Manager.

Hongkong, 14th August, 1890. [1170

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain G. Tayler, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 14th August, 1890. [1185

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Goddard, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th August, 1890. [1181

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Hunter, will be despatched for the above Ports, on SUNDAY, the 17th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th August, 1890. [1180

Intimations.

EMPIRE PALE ALE. EMPIRE XX STOUT.

JUST TO HAND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION.

THIS justly favorite Beer is rapidly superseding all English and German Beers in China Japan, and the Straits Settlements, owing to its absolute purity and the entire absence o Chemicals.

VIDE ANALYSTS REPORT.

EMPIRE EXTRA XX STOUT.

As supplied to the Hospitals and Infirmaries. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS.

EMPIRE PALE ALE	Pints	per dozen	$ 1.50
	Quarts	"	2.50
	9-Gall. Cask	per cask	6.00
	18-Gall. Cask	"	10.00
DOUBLE XX STOUT	Pints	per dozen	1.60
	Quarts	"	2.60
	9-Gall. Cask	per cask	6.50
	18-Gall. Cask	"	12.00

SOLE AGENTS.

HONGKONG TRADING CO., LTD.

(*Late THE HALL & HOLTZ C. Co., Ld.*)

Hongkong, 29th July, 1890. [3

MARINE HOTEL
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [476

NOTICE.

DURING my Absence from the Colony Mr. B. J. MULLER will sign my name per Procuration.

J. ROSSELET.

Hongkong, 14th August, 1890. [1182

FOR SALE.

IMPORTANT TO SPORTSMEN.

THE First-class Centre-board Racing Yacht "EVELYN."

In thorough repair. Has three bunks in cabin and every convenience for shooting parties.

Apply to
J. J. SPOONER,
Opium Farm.

Hongkong, 14th August, 1890. [1183

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 18th day of August, 1890, at 4 P.M., are published for general information.

By Command,
W. M. DEANE,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th August, 1890. [1184

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of August, 1890, at 4 P.M., by Order of His Excellency the Officer Administering the Government, of one Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements: N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Shaukiwan Inland Lot No. 1..	Shaukiwan Bay,...	51	51	176	176	8,976	20	269

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL of FIVE DOLLARS per Share, was made upon all the Members and that the same is payable to the undersigned, at the Registered Office of the Company, 3, Beaconsfield Arcade, on or before THURSDAY, the 21st day of August next.

It is further notified that all shares not fully paid up on the 21st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interests, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors,
J. A. BARRETTO,
Secretary.

Hongkong, 29th July, 1890. [1104

THE SHAMEEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

C. BOND,
Manager.

Hongkong, 14th July, 1890. [1047

HONGKONG RIFLE ASSOCIATION.

THE monthly Competition for the FAKI CHALLENGE CUP will take place on SATURDAY next, the 16th inst., at 4.30 P.M. Position—Standing, at 200 yards, Sitting or kneeling at 300 yards. Entrance Fee, 30 cents.

CHARLES FORD,
Hon. Secretary pro tem.

Hongkong, 11th August, 1890. [8

Consignees.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship "MEDUSA" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of opium, are being landed at their risk into the Godowns known as The Hongkong Wharf and Godowns, Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

This vessel brings on Cargo:—

From Calcutta & Madras, ex S.S. "SELENE," transhipped at Colombo.

From Trieste, ex S.S. "POSEIDON," transhipped at Bombay.

From Fiume, ex S.S. "YOLE," transhipped at Bombay.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before noon on the 19th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 13th August, 1890. [1179

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 13th August, 1890. [2

MOGUL LINE.

NOTICE TO CONSIGNEES.

S.S. "THORNDALE."
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 12th August 1890. [1136

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO' AND SINGAPORE.

THE Steamship "TETARTOS," Captain W. Breitung, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 23rd inst, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 12th August, 1890. [1169

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship "NINGCHOW," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON on the 14th instant, or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 8th inst.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th August, 1890. [1155

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on MONDAY, the 25th August, at THREE P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to the 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 25th August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, 5th August, 1890. [1142

Intimations.

SELAMA TIN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary General MEETING of SHAREHOLDERS will be held in the Office of the Company, Room No. 6, Connaught House, on SATURDAY, the 30th August, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th August, both days inclusive.

By Order of Board of Directors,

W. HUTTON POTTS,
Secretary.

Hongkong, 13th August, 1890. [1177

THE HONGKONG & KOWLOON WHARF AND GODOWN Co., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 3½ % (One Dollar and Seventy-five cents per Share) for the 6 months ending 30th June, 1890, will be paid to those persons who are registered as Shareholders in the above Company on MONDAY, the 11th August, 1890.

The TRANSFER BOOKS will be CLOSED from 11th to 18th August, both days inclusive.

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 2nd August, 1890. [1131

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Victoria, in the Colony of Hongkong, at 3 o'clock p.m., on THURSDAY, the 21st day of August next, for the purpose of considering, and, if approved of, passing the following Special Resolutions.

1.—That the Capital of The Balmoral Gold Mining Company, Limited, be increased from $150,000 to $180,000 by the creation of Three Thousand New Shares of $10 each, to be fully paid up.

2.—That the said New Shares be, in the first instance, allotted to those Shareholders whose names shall appear on the Register of Shareholders of the said Company on 1st day of September next, (and who shall on or before the 15th day of September next, apply for the same to be alloted to them), in the proportion of one New Share for every five Old Shares held by them, but that no Shareholder shall be entitled to claim that any fractional part of any New Share be alloted to him.

3.—That all New Shares not applied for by such Shareholders within the time aforesaid be disposed of and allotted by the Directors in such manner as they shall think fit.

K. A. STEVENS,
Secretary.

Hongkong, 6th August, 1890. [1145

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Darvel Bay Trading Company, Limited, will be held at No. 9, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 19th day of August, 1890, at NOON, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 4th day of August, 1890, will be submitted for confirmation as a Special Resolution.

RESOLUTION:—

That the Company be wound up voluntarily under the provisions of the Company's Ordinances 1865 to 1886, and that Frederick Alexander Alfred Busing Brockelmann and Ernst Richard Fuhrmann be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated 4th day of August, 1890.

REUTER, BROCKELMANN & Co.,
General Managers.

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NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 4 per cent. for the half year ending 30th June, 1890, on the paid up Capital of the Company.

Dividend Warrants payable on TUESDAY the 19th August, will be issued to Shareholders.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 19th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 5th August, 1890. [1143

STENOGRAPHER (French and English), good Spanish Correspondent, works Remington typewriter rapidly, SEEKS SITUATION. Advertiser is an Englishman aged 21. Can furnish good references and testimonials.

Apply to

H. HALL,
c/o *Hongkong Telegraph* Office.

Hongkong, 19th July, 1890. [1063

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1880. [54

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO,
No. 2, Duddell Street,
(Between the New Oriental Bank, and Mr. Lammert's Auction Rooms),
Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890. [542

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Agamemnon	Liverpool	August 16h	Butterfield & Swire.
Bokhara	London	August 17th	P. & O. S. N. Co.
Glenfinlas	London	August 19th	Jardine, Matheson & Co.
Gwalior	Bombay	August 23rd	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Oriental	P. & O. S. N. Co.	Aug. 21st, at noon.
London	Pakling	Arnhold, Karberg & Co.	About Aug. 18th.
Bremen and Ports of Call	Preussen	Melchers & Co.	Aug. 27th, at 4 p.m.
Fiume, via Straits	Medusa	D. Sassoon, Sons & Co.	Aug. 17th, daylight.
Havre, and Hamburg, &c.	Kriemhild	Siemssen & Co.	Aug. 18th, at noon.
New York, via Suez Canal	Benledi	Gibb, Livingston & Co.	Quick despatch.
New York, via Suez Canal	Euphrates	Russell & Co.	August 22nd.
New York, via Suez Canal	Gleneagles	Jardine, Matheson & Co.	About August 28th.
San Francisco, via Y., &c.	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 22nd, at 1 p.m.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	Aug. 23rd, at 1 p.m.
Vancouver, B.C., via A., &c.	Sussex	Adamson, Bell & Co.	Aug. 16th, at 3 p.m.
New Zealand	Kweiyang	Butterfield & Swire.	About Aug. 20th.
Port Darwin, &c.	Tsi-nan	Butterfield & Swire.	August 26th.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	To-morrow, at 3 p.m.
Straits and Bombay	Lombardy	P. & O. S. N. Co.	Aug. 22nd, at noon.
Bangkok	Phra Chom Klao	Yuen Fat Hong	To-morrow, at 10 p.m.
Nagasaki and Kobe	Pathan	Adamson, Bell & Co.	August 16th.
Hiogo and Yokohama	Tetartos	Russell & Co.	Aug. 16th, at 4 p.m.
Shanghai	Bokhara	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Agamemnon	Butterfield & Swire.	August 18th.
Manila, via Amoy	Diamante	Russell & Co.	Aug. 16th, at 4 p.m.
Amoy and Tamsui	Hailoong	Douglas Lapraik & Co.	Aug. 16th, at 3 p.m.
Swatow, Shanghai, &c.	Yiksang	Jardine, Matheson & Co.	Aug. 16th, at 4 p.m.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	Aug. 17th, daylight.

Intimations.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS, NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central.
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.



SAPOLIO.
ENOCH MORGAN'S SON'S
SAPOLIO
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS

MAX HAASEN'S FRANKFURT on M.
CONSERVED MEATS,
VEGETABLES and FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE

Hongkong, 26th June, 1889. [130

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [12

Dr. Knorr's
ANTIPYRINE.
(Dose for Adults 15 to 30 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 29th May, 1889 [424

W. S. MARTEN,

ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate. Splendid View of the Harbour.

Apply to

W. S. MARTEN,
2, Duddell Street.

Hongkong, 3rd July, 1890. [999

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS, KOWLOON.
OFFICE—No. 23, Pottinger Street.

Hongkong, 6th June, 1888. [26

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1800 [519

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
Farsari's Photographic Studio.

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NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [15

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

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